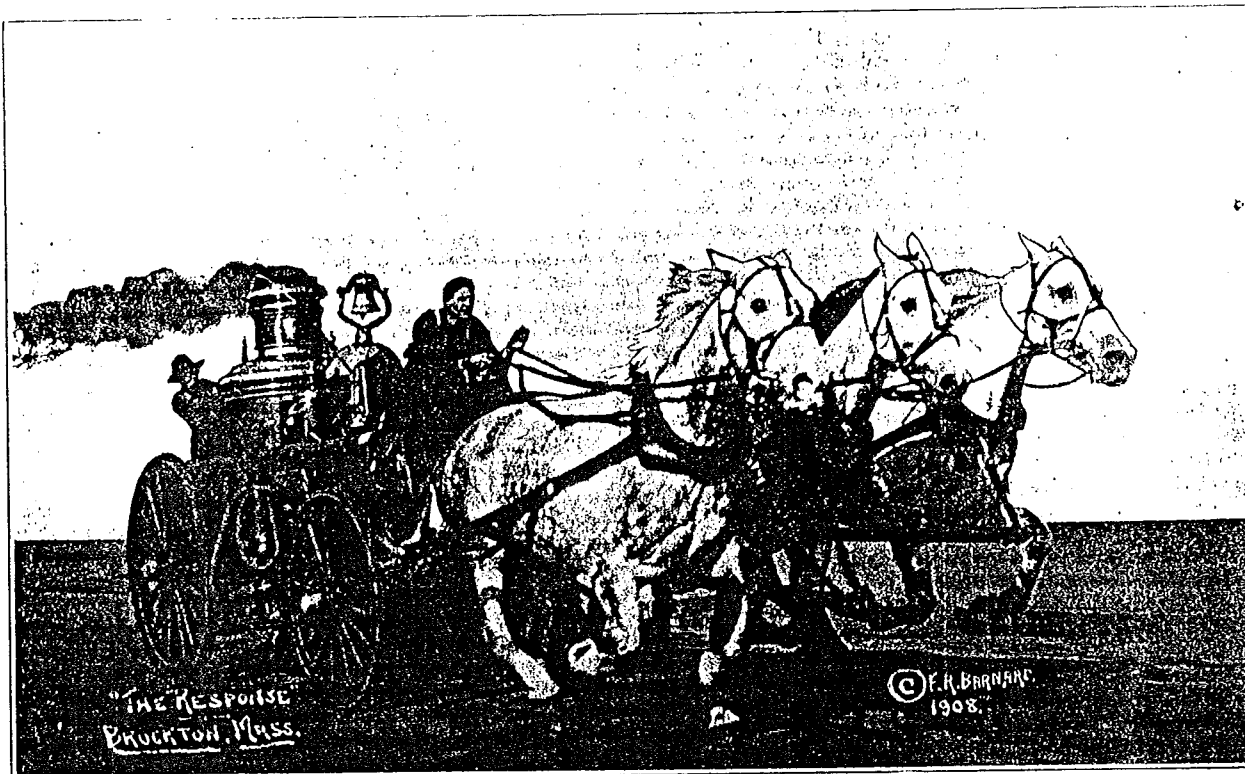


COMMITTEES OF  
BROCKTON FIREMEN'S RELIEF  
ASSOCIATION  
of  
BROCKTON  
MASSACHUSETTS



# HISTORY OF THE BROCKTON FIRE DEPARTMENT 1935



FRANK F. DICKINSON, Chief



JOHN MURPHY, 1st Deputy Chief



FRANK L. TAYLOR, 2nd Deputy Chief

## PREFACE

We desire to take this means of expressing our sincere appreciation to our Advertisers and other supporters in making this History possible.

In this brief history we have tried to show you the progressiveness of Your Fire Department step by step in as interesting manner as has been possible

To our Honorary Members (list of whom is published herein), we also extend our hearty appreciation for the great aid they have been to THE BROCKTON FIREMEN'S RELIEF ASSOCIATION, in years past, and trust that we may keep all of them as HONORARY members in the future.

BROCKTON FIREMEN'S RELIEF ASSOCIATION

## HISTORY

On February 10, 1827, a petition was circulated in North Bridgewater to purchase a Hand Fire Engine for the use of the inhabitants of the town, the same to be housed near the road between the Old Meeting House and Mr. Whitman's office.

To accomplish this object 23 shares valued at \$20.00 each were offered for sale; 34 men subscribed for 24 $\frac{1}{4}$  shares valued at \$485.00. Out of this sum the first Fire Engine was purchased and named Union No. 1; this was a bucket-fed hand tub.

The Old Meeting House spoken of was located practically on the site of the present 1st Congregational Church; Mr. Whitman's Office was situated on the West side of Main Street nearly opposite what is now Crescent Street.

In 1845 this Engine was taken over by the Town; in 1846 a Board of Engineers was organized with Benjamin Kingman, Chief Engineer, William Gay, Josiah W. Kingman, Charles Lincoln, Ruel Richman, Edward Southworth and Chandler Sprague as members.

February 6, 1847, the Town purchased two more Engines, named Enterprise No. 2, and Protector No. 3, and moved Union No. 1, to the east side of the Town with Isaac Kingman as Engineer.

The original Constitution of Enterprise No. 2, named Aaron Drake as first foreman.

Enterprise No. 2 was housed on the Green of the South Congregational Church and Protector No. 3, was located on Main Street about where Green Street is now.

On May 3, 1847, the Protector Board of Engineers organized with Benjamin J. Lucas, as Captain and Foreman.

The year 1848, saw the first Annual Firemen's Ball held; this event was held in the upper story of The Sawtucket House, which was located at the corner of School Street and Main Street, where the Washburn Block now stands.

This year (1848) the first wood's fire was recorded on March 30, in Benjamin Eaton's wood lot.

In 1849 Bella Kieth and Benjamin G. Stoddard replaced William Gay and Benjamin J. Kingman on the Board of Engineers and named Ruel Richman Chief Engineer.

July 28th, 1849, a carpenter shop was des-

## "THE MEN WHO WORK INSIDE"

Should you chance to see a fire

On your city's thoroughfare,  
With the auto trucks and engines

And the water towers there,  
The equipment of your department

You laud with civic pride,  
But, have you once considered

The men who work inside?  
Now, if you are interested

Just don a rubber coat  
And follow in a line of hose

Through the water, heat and smoke.  
There you'll find the scene of action,

Where men's grit and strength is tried  
But the smoke won't let you see much

Of the men who work inside.  
If it wasn't for the carbon

You could see what happens there,  
But you'll feel your eyeballs aching

And you'll note the lack of air;  
Should conditions create a backdraft,

A wall begin to topple or a floor begin to slide,  
Then you'll only take the chances of

The men who work inside.  
There are duties that require

Outside work at every fire,  
And the men that fill those places

Cannot justly be decried.  
But still the hidden actors

Who are the most important factors,  
Are the men behind the pipes

Who work inside.  
So, if you should feel elated

'Cause your department's highly rated,  
And you feel that conditions

Justify your civic pride,  
You will not forget to mention

For it's a fair and just contention,  
That the men who keep the rates down

Are the men who work inside.

troys by fire, this being the only fire recorded for the year.

In 1850 Protector No. 3, became Relief No. 4, was replaced by a double decked Hand Tub, at a cost of \$1700.00; this piece of equipment was purchased from The Agnew Company, Philadelphia; Charles Howard was placed in command of Relief No. 4, and stationed in the center of the Town.

The census of 1850 showed a population of 3,939; 616 dwellings, with a total of 1049 buildings in the Town; this year saw the first brick block erected in the Town, located on Main Street, between School and East Elm Street.

February 6, 1850, at 3:00 A. M., a wheelwright shop was burned at the corner of Main and E. Elm Street, despite the fact that it was owned by Ruel Richman, Chief of the Fire Department. The thermometer registered 6 degrees below zero and hot water had to be secured from a nearby mill to thaw the valves of the Engine which were frozen before it could be used.

May 30, 1852, the First Baptist Church was damaged by fire, this being the first place of worship to be so damaged; also the first time that





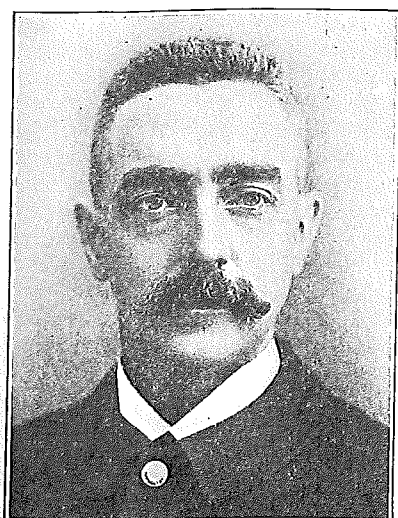
FORMER CHIEF HARRY L. MARSTON



FORMER CHIEF WILLIAM F. DALEY



MAYOR HORACE C. BAKER



FORMER ASSISTANT CHIEF  
CHARLES L. McCANN



FORMER CHIEF  
CHARLES A. EATON

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aid had to be called from out of Town. In July of the same year Enterprise No. 2 accompanied by the No. Bridgewater Brass Band visited New York; this being recorded as a great event as the Rail Road had been in operation through the Town only six years.

May 18, 1853, The Independent No. 5, bought by Independent Citizens, arrived in Town, and Benjamin P. Lucas, former head of Protector No. 3, took command of it; May 23, 1853, the largest and by far the most important fire since the Town was settled took place; it started about 1:00 P. M., in the Campbello Section of the Town and since then has been referred to as The Big Fire of Campbello. It originated in the steam mill of Josiah W. Kingman, a Furniture Manufacturer, and destroyed several dwellings including Mr. Kingman's, the Fire House of Enterprise No. 2, and the South Congregational Church.

In 1853, Relief No. 4 was disposed of and Mayflower No. 4 was purchased by the Town; this Engine being of the Button Type.

In 1856, the first printed Annual Report of the Fire Engineers was issued; about this time the original Enterprise No. 2 was renamed Niagara No. 6, and sent up to Westshares, now called Brockton Heights, and replaced by a new engine of the Button type, named Enterprise No. 3.

In 1857 the Mayflower No. 4 was re-named Columbia No. 5.

In 1861 a new Jeffers Engine was received and named Protector No. 3, replacing the double decked machine of the same name; this year Darieus Howard became Chief of the Department.

In 1862, the first Engine, Union No. 1, was retired and stored in a shed on the east side of the Town.

In 1863 money was raised to purchase a trumpet to be played for annually by the Fire Companies of the Town. Each Company was allowed thirty minutes time to play three streams through three hundred feet of hose with not over 50 men on the brakes.

This year Benjamin Lucas became Chief of the Department.

Oct. 28, 1865, the first fire recorded as having started by spontaneous combustion took place in the engine room of A. B. Keith's Shop; this same year Hancock No. 1 was purchased by the Town and replaced Niagara No. 6, which was sold to the Town of Easton.

In 1867, the Hancock Engine House was built and Engine House No. 5, located on E. Elm Street, was piped for gas; the same year a hose carriage was purchased from The Hunneman Company at a cost of two hundred dollars.

The U. S. census of 1870 showed a population of 8,007, showing a growth of 4,068 since the last census in 1850.

In 1872 the Town purchased the following Equipment:-

Hand-drawn Carbonic Acid Gas Extinguishers; Holmes No. 1, located on High Street, and soon after moved to Joslyn Court; Packard No. 2, located on Prospect Hill; Extinguisher No. 3 was located at Campello; Belmont No. 4, located on Belmont Street.

During this year one hundred new dwelling houses were erected in the Town.

In 1873 The Howard Hook and Ladder Company was organized and located on Pleasant Street. Some time during this year the first Engine Union No. 1, mysteriously disappeared.

In 1874 a four wheel hand drawn hose wagon was purchased and housed with Engine Columbia No. 5, on E. Elm Street. The Lincoln Hose Company was organized and took over the new hose wagon. On May 6, 1874, the Town of North Bridgewater became the Town of Brockton. An Act to authorize the Town of North Bridgewater to change its name was approved by the Governor, under date of March 28, 1874.

In 1875 there was a population of 10,575, a gain of 2,568 in five years.

In 1877 Samuel Robbins became Chief of the Department and a Fire Alarm Telegraph System was recommended.

In 1879 the Gamewell Company installed a Fire Alarm System consisting of eight boxes and two Tower Strikers; the Tower Strikers were located — one on the Central Methodist Church in the center of the Town, and one on the South Congregational Church in Campello. R. T. Sollis was the first Superintendent of Fire Alarm System.

In the same year the first steam Fire Engine was received and located on Pleasant Street, next to the site of the present Central Fire Station, and was of the Amoskeag type; it was also recommended this year that a brick station located in Campello be built containing room for three machines, a hose tower at least 55 feet high with room for stabling horses — not to cost over \$10,000.00.

In 1880 water was turned on from the Stoughton Reservoir (now the Avon Reservoir). On November 12 of this year Extinguisher No. 3 was retired.

On April 9, 1881, the Legislature passed an Act incorporating Brockton into a City. At this time the census showed 2,245 dwelling houses in the City — the total valuation of the entire City was \$6,876,427.00.

In 1884 Rescue Hook and Ladder No. 2 was organized and located in Campello. The Central Fire Station located at No. 40 Pleasant Street, was built during this year.

In 1885 a new hose wagon was purchased; during this year D. R. Eldridge was appointed Chief of the Department.

1886 saw some stormy and trying times before the Board of Fire Engineers was organized, with the following results — Charles A. Eaton was appointed Chief of the Department, Charles L. McCann, 1st Asst.; W. A. Downs, 2nd Asst.; Francis F. Porter, 3d Asst.; William H. Jacobs, 4th Asst.; S. F. Bourne, 5th Asst.

Dec. 3, 1886: The Opera House Block, owned by H. L. Bryant was completely destroyed by fire, with the greatest loss by fire in the history of the City, about \$220,000.00; aid was sent us from Boston and Stoughton; the night was bitter cold; the firemen not only suffered from the cold but several had their lives endangered by falling walls.

On Jan. 21, 1887, a group of about 75 members

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BROCKTON  
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of the Fire Department held a meeting at The Central Fire Station, and organized THE BROCKTON FIREMEN'S RELIEF ASSOCIATION, with the following officers:

Chief Charles A. Eaton, President  
1st Asst. Charles L. McCann, Vice Pres.  
Calvin R. Barrett, Secretary  
Engineer Frank F. Porter, Treasurer

Feb. 16, 1887, Brockton's new Silby Engine, designated as No. 4, arrived; this piece of equipment was immediately assembled by Mr. Tuller, agent of the Builders; on the side of the boiler was a large nickel shield on which was engraved:

"Built for the City of Brockton—

John J. Whipple, Mayor,  
Charles A. Eaton, Chief.  
A. R. Wade, Alderman,  
John A. Jackson, Alderman,  
John P. Morse, Councilman,  
Harvey Dunham, Councilman,  
Granville Marston.

Purchasing Committee"

On April 11, 1887, the First Annual Ball and Concert for THE BROCKTON FIREMEN'S RELIEF ASSOCIATION was held in the City Rink.

On June 7, 1887, THE BROCKTON FIREMEN'S RELIEF ASSOCIATION was legally incorporated, for the specific purpose of Mutual Aid and Assistance under Casualties to which their public duties as Firemen of the City of Brockton may expose them, with the following Charter Members:

Charles A. Eaton  
Stanton F. Bourne  
S. Harvey Reed  
Edward E. Fairbanks  
Bennie C. Leonard  
Frank E. Richardson  
Benjamin L. Clark  
Harry P. Baker  
Horatio D. Snow  
Joseph B. Nye, Jr.  
Lyman J. Wilbur  
Edward J. Barry  
Fred W. Place  
John F. Nilson  
Patrick Reardon  
John S. Makepeace  
Samuel H. Howland  
Daniel G. Berry  
J. F. Monk  
John Griffin  
William M. Cash  
Chas. L. McCann  
August E. Chase  
John W. Totman  
Charles F. Davis  
W. H. Jacobs  
S. H. Sanford  
Fred E. Childs  
Fred Leighton  
Samuel H. Huggins

H. H. Billings  
Nathaniel G. Sawyer  
Patrick J. Collins  
Edward Stone  
Alvin F. Leonard  
Thomas V. Barnes  
C. F. Edgecourt  
A. W. Chandler,  
Willis A. Downs  
W. P. Chamberlain  
Charles Chevigny  
B. A. Packard  
Frank F. Porter  
Calvin R. Barrett  
Horatio Corbett  
Fred H. Moore  
Eugene F. Braley  
Frank Tinkham  
Richard Westcoat  
Chester Vinal  
George F. Nye  
Edgar O. Smith  
A. H. Emerson  
John A. Livingstone  
J. Frank Sturgis  
Horace B. Emerson  
Charles H. Wilbur  
Walter E. Keith  
Charles E. Reynolds  
John W. McGowan  
Charles E. Clarke  
H. T. Merritt

On March 5, 1888, Edward Barry, on his day off, heard an alarm from Box 14, located at corner of Layden Street and Perkins Avenue, and proceeded to the scene of the fire; finding the Chemical Company short handed he went to work; while working on a scaling ladder on the roof, the upper end was raised and the hook slipped out of place allowing the ladder to slide backwards striking the base ladder, throwing both Mr. Barry and the base ladder thirty feet to the ground; Mr. Barry landed on the rungs of the base ladder seriously injuring the base of his spine.

On July 14, 1888, Chief Eaton answered an aid call with Steamer No. 4 and Crew from the Town of Avon where two shoe factories, an hotel, a store and a house were destroyed, with an estimated loss of \$100,000.00.

The new Fire and Police Station in Campello was dedicated on January 25, 1889. A banquet was served — Chief Eaton who presided, welcomed the assemblage in behalf of the Fire Department.

The permanent men at the new station were:  
E. G. Barry, Engineer of Steamer No. 2,  
Alvin Leonard, Driver of Engine No. 2,  
Harry P. Baker, Driver of Hose No. 2.

On February 25, 1889, in answering an alarm from Box 36, at corner of Montello and Church Street, Chemical No. 1, driven by Horace Emerson, while turning from Main Street into Center, skidded on the ice and overturned after striking the man-hole cover; Driver Emerson jumped as the engine went over and was dragged several feet before the horses were stopped; Chief Eaton examined the engine and estimated the damages not to exceed three hundred dollars; Driver Emerson was exonerated from any blame for the accident.

On Thanksgiving Day of 1889 the Department received an Aid Call from Boston at 9:40 A. M.; the Department was ready to go in twenty minutes but had to wait at the R. R. Station for an hour and thirteen minutes before a locomotive could be obtained; they finally reached Boston at 12:15 P. M., thoroughly dissatisfied and soaked to the skin from the rain and chilled to the bone from their flat car ride.

On January 16, 1890, a general alarm fire destroyed Gardner's Block at a loss of \$73,900.00; Chief Eaton personally superintended the placing of the apparatus.

On May 10, 1890, Mayor William L. Douglas returned an order for an increase in the Firemen's salary, without his signature, this being his first veto since taking office.

On June 1st, 1890, a new Babcock Aerial Ladder which had been purchased for the Department was put through a test on Center Street, with many visiting Chiefs present; all declared it a very satisfactory test.

On October 17, 1890, new Engine House at corner of Howard and Main Street, was dedicated under the direction of the Fire Committee; a complimentary supper was served to The Board of Engineers and City Government. Mr. John H. Thompson was the permanent man assigned, and with his family occupied a tenement of five rooms on the second floor.

On December 19, 1890, Chief Eaton who had



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South Easton, Mass.

On Route 138

been connected with the Department for the past 18 years, stated that he would tender his resignation from the Department as soon as the 1891 City Council was organized, but would continue in office until his successor was appointed.

On December 22, 1890, the City Government passed an ordinance making the Office of Chief Engineer a permanent one.

On February 19, 1891, a two alarm fire starting in the Cunningham Rifles Coat Room in the Crescent Block caused considerable damage to the Superior Court Room due to seepage of water.

On April 2, 1891, at 1:45 A. M., an alarm was sounded from Box 6, at Montello Street and Perkins Avenue, by George Reeves, employed at the stable of William Willson on Perkins Avenue. The fire started in the factory of Whitman and Keith; seeing that this factory was doomed, Asst. Eng. Downs sent in a second alarm; west of this factory was a vacant factory belonging to Preston Keith, known as the Old Churchill and Alden factory, which also caught fire as well as several dwellings on Main Street and Clifton Avenue, although a considerable distance from the original fire; before the walls of the Preston Keith Factory fell, the flames had connected with the three story factory of Mitchell & Millett, still further west.

At 3:00 A. M., the destroyed property included:

Whitman & Keith Factory,  
The Preston Keith Factory,  
The Mitchell & Millett Factory.  
The damaged property included:  
Residences of George Churchill, Ellery C. Wright, George F. Green, Henry Soule, and the Stables of Daniel N. Keith and Ellery C. Wright.

The estimated loss and damage by this fire was \$135,000.00.

A new Chemical Engine was purchased from C. T. Holloway, Baltimore, for delivery about June 20th, and to be put in commission at the Campbello Station.

March 3, 1892: A GENERAL ALARM WAS SOUNDED FOR A FIRE THAT DESTROYED THE SHOE FACTORY OF A. BARROWS, located on the east side of Montello Street, north of R. R. Station. When the Firemen arrived the big four story wooden factory was a mass of flames, which leaped across Montello Street, enveloped a two story house owned by Howard Reynolds; another wave of fire rolled up against the four story wooden factory on the west side of Montello Street, occupied by The Scandia Shoe Company; the small white house just west of the factory owned and occupied by Daniel Lynch was totally destroyed — nothing was saved by the family; a large house at the corner of Montello and Chestnut Streets was the last to be burned during this fire.

The total loss on this fire was \$125,000.00.

March 22, 1892: Chief Eaton tendered his resignation to take effect April 1st, or sooner if his successor was chosen; Chief Eaton had been connected with the Department for more than 20 years.

April 28, 1892: Brockton answered an Aid Call from Stoughton at 5:00 A. M. Eng. 3, Hose 3,

with 12 men responded; Asst. Chief Chas. McCann was in command.

October 4, 1892: Harry L. Marston was appointed by Mayor Keith as the first permanent Chief of the Department.

October 27, 1892: Two alarm fire from Box 24, Crescent Street, opposite Elmer Packard's Grain Mill, for a fire in Brockton Last Co. This was Chief Marston's first big fire since his appointment.

March 8, 1893: Enos H. Reynolds Shoe Factory at Montello was burned; two alarm fire; \$30,000 00 loss.

March 10, 1893: Brockton answered an Aid Call from Boston; on arrival in Boston they were assigned to "Cover In" at Eng. 26 House.

March 15, 1893: Two alarm fire in the cellar of the Post Office Block.

March 20, 1893: The Morse Thread Mills were destroyed by fire; they were located in South Easton; Brockton sent over Eng. 3, in charge of Capt. A. H. Emerson; damage \$200,000.00.

Sept. 11, 1893: Rockland asked for aid and Chief Marston ordered Eng. 2, with the men of Steamer 4, riding in one of the Supply Wagons in charge of Capt. James F. Ridgeway, to their aid. Chief Marston also responded and directed the work of his men.

Nov. 20, 1893: While responding to an alarm from Box 36, Martin McRae, one of the recently appointed men, in putting on his coat while riding on the Hose Wagon, was thrown from the Wagon when it struck the car tracks; he landed on his head and shoulders badly injured. It was considered a miracle that he was not instantly killed.

Jan. 24, 1894: A general alarm fire wiped out the City Rink, First Church, the two Tolman houses and the Whipple Tenement Block, all on Green Street. Aid was sent from Boston, Fall River, Taunton, Avon, New Bedford, Randolph and Stoughton.

The lower floor of the Whipple Tenement Block was occupied by Chief Marston and family, who lost all their effects.

This same week another General Alarm was sounded for a fire in The J. B. Reynolds Factory, on Montello Street, opposite the foot of Ward Street, and owned by the N. Y., N. H. & Hartford R. R. No insurance was carried on this building as it was an especially hazardous risk and the insurance rate would have been one of the highest in the City.

Nov. 21, 1894: The new La France Engine which had just been delivered to the City was given a test at Howard's Pond, located on West Elm Street, which is now the Eldon Keith Memorial Park. This steamer was supposed to be able to throw more water than any engine between Buffalo, N. Y., and this City.

Feb. 3, 1895: There were two fires on this date, both supposed to be of incendiary origin — one in the Wendell Avenue Church and the other in the large barn of Walter F. Cleveland on Summer Street.

Feb. 27, 1895: During the absence of the crew from Station 2, attending a fire in a vacant house located on a new street running from Main to Lau-

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75 Forest Street

Brockton, Mass.

reston across the Old Carnival Park, some one entered the station taking four gold watches and \$100.00 in cash; the victims were — Firemen Long, Hackett, Dwyer, Goodell and Hall.

April 17, 1895: The residents of the East Side presented a petition to the Board of Aldermen requesting a new Fire Station be constructed in that area, for the adequate protection of some three million dollars worth of property located therein.

May 24, 1895: The Massachusetts Fire Chiefs' Assn. presented Chief Marston with a beautiful charm for his excellent services as Secretary of that organization; he was re-elected Secretary.

June 24, 1895: In connection with the petition presented by the residents of the East Side on April 17th, the Board of Aldermen were presented with an Order calling for a loan of \$10,000.00 to build this new station; the order was tabled until the 2nd Monday in September.

During the summer of 1895, while the grade crossing improvements were being made, all streets leading to Clinton Street, from Main Street, and Montello Street, were closed; no teams were allowed to cross the R. R. tracks as the road bed was being lowered 15 feet; thus, in case of fire in this district the Department would have to go to Lawrence Street before being able to cross the tracks to attend such fire; due to the above conditions the Insurance companies stated they would have to raise their rates, unless same was remedied.

July 15, 1895: The Drill School for the Firemen was opened under the direction of Engineman Charles Parks, who had attended the Boston Drill School.

Sept. 9, 1895: Asst. Chief McCann while responding to a two alarm fire in the Thomas-Packard furniture store on Main Street, collided with an electric car in front of Howard & Caldwell's store, throwing him violently to the ground; Mr. McCann proceeded to the scene of the fire, staying there on duty until same was extinguished; after the fire he went to see Dr. Lyons who found he had suffered a severe fracture to his arm.

On this same date the Board of Aldermen voted to erect the new fire station in the East Side.

Sept. 12, 1895: The Common Council voted for the order calling for the new Fire Station at the East Side; building to be constructed of brick and located at the corner of Crescent and Lyman Street.

At this same meeting the Council voted to purchase a new light Ladder Truck for the sum of the \$1500.00 remaining from the construction price of the new station.

Sept. 22, 1895: There was a two alarm fire which destroyed the stables of Mr. Frank Packard and Mr. H. A. Keith, together with 26 head of valuable horses; these stables were located on Perkins Avenue, and were operated by Southworth & Tinkham.

Oct. 17, 1895: The Fire Committee voted to buy a Ramsey Ladder Truck to be delivered within 90 days; to be equipped for either a two or three horse-hitch.

Dec. 3, 1895: The Board of Aldermen voted to purchase a new Engine to replace Engine 3, at a cost of \$3,000.00.

The year of 1895 saw 122 fires with a total loss of \$25,892.00, which is considered very low.

Feb. 23, 1896: The new Clapp & Jones Engine arrived in Brockton; the purchase of this equipment had been authorized on Dec. 3, 1895.

March 11, 1896: A three alarm fire was sounded from Box 34, at Main and Center Street, for a fire which destroyed the Curtis property, 105-113 Main Street, with an estimated loss of \$40,000.

March 24, 1896: Chief Marston received an offer from the Brooklyn, N. Y., Fire Department, to become Chief of that Department at a salary of \$2400.00 per year, which he declined.

April 12, 1896: In responding to a fire from Box 28, Engine 1, driven by John Totman, slowed up at Main and School Street, to pick up E. H. Clark; on getting under way again the rear axle broke and threw Mr. Clark to the ground injuring his leg and stunning him to such an extent that he could not get out of the way of escaping steam and was severely scalded.

May 7, 1896: The new East Side station was opened with a full crew in charge of Captain Fred Leighton.

May 8, 1896: The formal dedication of the new station took place, with the Fire Committee acting as Hosts.

June 12, 1896: It was suggested that the City sell the new Ladder Truck purchased the previous year (and never used) and pay the bill of Caterer Clark who furnished the banquet for the dedication of the New East Side Station.

Sept. 16, 1896: The State Firemen's Association convention opened for a three day session; the Convention was opened by a parade reviewed by Mayor Williamson; a banquet was served in the Agricultural Building at the Fair Grounds by Mr. Wade, proprietor of the Metropolitan Hotel; Sept. 18, the closing day of the Convention Chief Harry Marston of the Brockton Department was elected President for the ensuing year.

Oct. 24, 1896: The permanent firemen asked the City Council for one day off in eight, instead of one day off in fifteen.

Nov. 13, 1896: While Fireman Michael Creedon of the Campello Station was exercising the horses of Chemical Engine on Montello Street near Green's Coal Yard, they became frightened at a dog running out of the coal yard, shied out just as Dr. Borden's carriage was passing, running into the Doctor's carriage; driver Creedon was thrown off the exercise wagon; the horses then ran away; during their run they went into the back end of a wagon owned by the White Star Laundry Co. badly damaging it; driver Creedon was unhurt except for a few bruises; the horses were uninjured.

The total fire loss for the year of 1896 was about \$26,000.00.

The Chief of the Department recommended a new station be built between the Central House and the Montello House in his Annual Report.

It was recommended that the Hancock Company at The Heights be disbanded and that the Hand Tub be placed in the care of the Improvement Society of The Heights.

Jan. 20, 1897: The Committee on Fire Department declined to recommend the transfer of the



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Ground Signals, Smoke Signals for  
Forest Fire Departments.

Hancock Tub to The Heights Improvement Society as had been recommended, at that time, but did recommend that only the Foreman, Clerk and Steward of the Company be recompensed, and that the amount of their compensation be determined by the City Council.

Jan. 26, 1897: The Board of Aldermen refused to grant the request of the permanent firemen for one day off in eight, instead of one day off in fifteen, due to the fact that the expenses for the year were already too great.

March 23, 1897: Automatic sprinklers in the factory of Murphy and Finley on Foundry street saved the City from one of the most disastrous fires since the burning of the Brown Church; this effort to burn the factory was the work of a cunning fire bug; Chemical 1, sent out from Station 1, found all doors and windows locked; they heard water running from the sprinklers inside the building; they broke the door, entered and found that excelsior sprinkled with kerosene had been trailed up the stairs to the 3rd floor of the building; upon going to the 3rd floor to investigate, they found a small piece of lighted candle which had been surrounded by excelsior and placed under a shoe box to shield the light from the windows; at several strategic points five gallon cans of cement had been overturned in the path of the trail of the excelsior, also a five gallon can of kerosene which would also probably explode when the fire reached it; the firemen also discovered a kerosene lamp had been overturned to make it appear that the fire had been caused by the explosion of this lamp.

The firebug's cunning did not end with this trail of inflammable materials. He had opened a scuttle at the bottom of the stairs to admit a draft of air to drive the flames upwards and a window had been opened at the top of the building to complete; Officer Connolly patrolling the 1 to 8 beat near the R. R. Station saw two men running toward the station; both Mr. Murphy and Mr. Finley were reported out of town.

March 27, 1897: Mr. Murphy and Mr. Finley arrested in N. Y. City on information furnished by Mr. Charles Finley; they were charged with attempting to burn their building.

March 29, 1897: The arrest of Mr. Murphy and Mr. Finley was a very clever piece of work on the part of City Marshal Daniel Packard, who brought them back to Brockton where they were tried for attempting to set fire to their building.

It was learned that they carried about \$12,000.00 insurance on machinery and goods and that they actually had only about \$4,000.00 worth in the factory; they were also deeply in debt.

April 6, 1897: The store of H. W. Robinson on Main Street was badly damaged by one of the fiercest blazes we have had, doing approximately \$100,000.00 worth of damage.

April 26, 1897: Capt. Thompson with the Chemical of the Montello Station answered an Aid Call from Avon to help fight a fire that destroyed the Grand Stand at the Highland Park Ball Grounds. Chief Marston was also present at this fire.

June 11, 1897: The City Council at their last meeting asked the Fire Committee why the new

ladder truck purchased in 1895 was not being used?

July 9, 1897: Chemical No. 1 in charge of Capt. Harry G. Winsor with Firemen A. H. Emerson and Frank Carr, answered an Aid Call from Easton to assist that Town in fighting a fire in Kimballs store; good time was made in the run over; the store had practically been destroyed on their arrival and the flames had spread to Mr. Kimball's Carriage Factory; due to the timely arrival of skilled fire fighters little damage was done to the Factory or the machinery.

July 10, 1897: Murphy and Finley were found guilty by a jury of attempting to burn their factory and were sentenced to States Prison for a term of not less than five nor more than seven years.

Aug. 2, 1897: The furniture warehouse of Thomas Packard & Co. was destroyed by fire causing a heavy damage.

Aug. 20, 1897: The argument as to the ownership of the Hancock Hand Tub was still undecided.

Oct. 4, 1897: A petition bearing the names of 250 of the heaviest tax payers in the City was presented to the City Government asking them to grant the firemen one day off in eight.

Nov. 26, 1897: The Bakery of Washburn and Company on School Street was badly damaged by fire early today; estimated damage \$10,000.00.

Dec. 8, 1897: The Aldermen acted upon the petition of the Hancock Veteran Firemen's Association, and voted that the Veterans could have the Hand Tub as long as it was kept in service and properly cared for.

Jan. 8, 1898: The petition for one day off in eight for the firemen was taken from the table and it was recommended that the petitioners be given permission to withdraw.

Charles L. McCann was appointed Asst Engineer of the Department by Mayor Garfield.

May 19, 1898: Acting Chief McCann ordered Eng. No. 1, a Hose Wagon, and ten men to answer an Aid Call from No. Easton, to assist in fighting a fire in the Livery Stables of J. J. McCarthy; the run was made in about 20 minutes; the crew received the thanks of the inhabitants of that Town and the Relief Association received a check for \$100 00 from Mr. Oakes Ames in appreciation of the good work done at the fire.

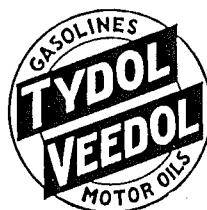
June 23, 1898: Halls' Livery Stable located at the corner of Warren Avenue and Bartlett Street destroyed by fire together with the loss of 15 horses; damage exceeded \$6,000.00; fire was believed to be of incendiary origin.

Several fires during this season of suspicious origin caused State Deputy Fire Marshal Adams to visit Brockton; after looking over the burned districts with Chief Marston, said that with the exception of the Hall Stable Fire, the rest bore every evidence of having been set.

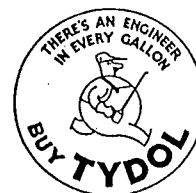
July 20, 1898: Fire in stable occupied by C. H. Felker and Company located at 76 Railroad Avenue caused the death of 6 horses; believed to have been of incendiary origin.

As the crowd commenced to disperse from this fire a second alarm was rung in for a larger fire — this time in the Hay and Grain Store Houses of Nye & Gleason on Freight Yard Square; this

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fire was also believed to have been set; loss for both fires estimated at about \$18,000.00.

Within three hours six fires of incendiary origin had started:

The Old Albert W. Hayden Factory first to be touched off, followed in quick succession by those of F. M. Shaw & Co., Howard & Foster and H. T. Marshall; at midnight an alarm from Box 19, Bartlett and Main Street, summoned the Department to the barn of Dennis Leary which was in flames; a man seen running away from the barn was believed to have been responsible for the fire. The 6th fire occurred at W. H. McDermott's big barn at the corner of Middle and Skinner Streets at 1:30 A. M. A quantity of dynamite stored in the barn exploded and helped to destroy the building.

A man by the name of Walter Southworth was arrested on suspicion but was later discharged by Judge Reed, he having established an alibi by the testimony of six witnesses on July 26, 1898.

July 27, 1898: James Porter was taken to Boston to the office of Fire Marshal Whitcomb as a suspect; he was released after questioning.

July 29, 1898: Two new men were added to the Department; this action was prompted by the numerous recent incendiary fires.

Aug. 3, 1898: The firebug was still active having attempted to fire four buildings.

Aug. 4, 1898: Mrs. Bosko of W. Ashland Street was horribly burned when an oil stove she was carrying exploded; she died the next day from the burns.

Aug. 13, 1898: After an absence of fifteen or more years from the City, Protector No. 3 was welcomed back by a parade through the center of the City; the old Hand Tub was located in Ohio and brought back to the City.

Aug. 18, 1898: A new fire bell weighing 2,000 lbs. was received and hung in the Tower of Station No. 2, replacing the bell which has been rung for years from the South Congregational Church.

Aug. 19, 1898: A lighted torch was thrown through a small window of the barn of Hiram D. Adams of 221 Pleasant Street, and destroyed the barn, suffocating two ponies which were pets of the family.

Aug. 22, 1898: Ladder No. 3, purchased several years ago, was put in commission with A. H. Jenkins as driver.

Aug. 25, 1898: Five horses burned to death by fire in Elmer Packard's Stable on Crescent St.; fire believed to have been set by the firebug; this same evening an attempt was made to burn the New Jerusalem Church, but was discovered before any damage was done.

Aug. 27, 1898: The firebug at work again; one fire was started about 10:00 P. M. in a barrel of waste in the Smith Building on Center Street, and another in a closet in the Satucket Block, corner Main and W. Elm Street; he was pursued by George Howe who clinched with him but he broke away and escaped in the darkness.

Aug. 28, 1898: Police arrested Joseph E. Stoddard of 185 Ash St., and charged him with attempt to burn the Satucket Block; he confessed to setting

the Satucket Block fire, also the Smith Building and The New Jerusalem Church.

Aug. 30, 1898: Firebug Stoddard confessed that he had thus far started thirteen fires; the only reason given for starting these fires was that he liked the excitement.

Aug. 31, 1898: He confessed to setting eight other fires, including Halls' Stable and Dennis Leary's Stable, making a total of 21 fires in all.

Sept. 1, 1898: Firebug Stoddard was held for the Grand Jury in \$10,000.00 bail; he was sent to The Plymouth County Jail.

Oct. 3, 1898: The Aldermen passed an Order to purchase a new steam fire engine to replace Engine No. 4, at a cost not to exceed \$3,000.00.

Oct. 27, 1898: Firebug Stoddard was arraigned in Court on seven indictments; he entered a Plea of NOT GUILTY, although he confessed to setting 21 fires; he was found GUILTY on 5 charges on Nov. 2; he was sentenced to not less than 20 years and not more than 30 years in States Prison.

The following is a list of injuries to Firemen in the past year:

Eng. Chase, vitrol spattered in eyes;

Capt. H. G. Winsor, badly cut on hand;

Ladderman Daniel Long, injured in leg with pitch fork;

Ladderman Everett Howard, cut on hand by falling slate;

Hoseman John L. Parker injured in back and legs by being run over.

Jan. 22, 1899: The new Amoskeag Engine purchased last year was given a test in Salisbury Square, after which a dinner was served at The Hotel Metropolitan.

Jan. 30, 1899: Board of Aldermen voted to give the Firemen one day off in eight; if the Council ratified the action of the Aldermen same would be in effect March 1st.

Mar. 17, 1899: Supt. Woodward of the Public Property Department, had been requested to prepare Plans and Specifications for two new Fire Stations for the Fire Committee.

June 6, 1899: Two alarm fire occurred in the rear of William O. Carver's harness shop on High St; several firemen received minor injuries; Arthur Emerson, working on a scaling ladder on the Crocker Bldg., stepped through a skylight and fell through to the second floor; he struck on his back being rendered unconscious and was painfully injured.

July 13, 1899: Fire in the Huntington School believed to be of incendiary origin.

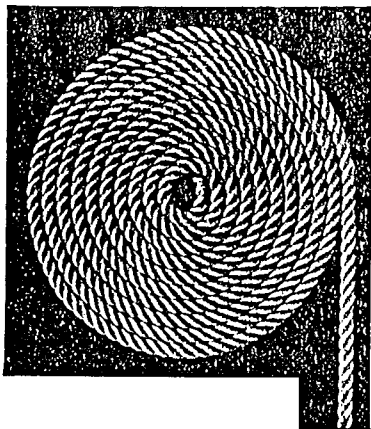
July 14, 1899: Three attempts made to fire the Worcester Dining Room on Montello St.; all unsuccessful.

July 28, 1899: The Fire Committee purchased a parcel of land at the corner of Battles & No. Montello St., from David H. Blanchard to be used for the construction of a new Engine House.

Aug. 16, 1899: Chief Marston made arrangements for the Whistle of The Geo. E. Keith Company to be blown for every fire, in conjunction with the Fire Alarm System.

Oct. 13, 1899: A petition was being circulated to have the City place the Pension Bill allowing Firemen disabled in the line of duty to receive a





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pension, to be placed on the ballot at the next election; Chief Marston put all his force behind this petition.

Oct. 18, 1899: A 2nd attempt to burn the stables of George C. Holmes was successful; Mr. Holmes offered his Insurance as a reward for the apprehension and conviction of the party guilty of setting the fire.

Oct. 24, 1899: Two barns owned by John Hayes, 827 Main St., were set on fire and destroyed with a loss of 6 horses.

Oct. 30, 1899: The barn of O. A. Campbell was totally destroyed by fire with the loss of 1 cow, 4 horses and 2 pigs.

Nov. 6, 1899: The City Government offered a reward of \$500.00 for the arrest and conviction of the party who has been operating as an Incendiary during the past month.

Dec. 12, 1899: Large dairy barn of M. C. Southworth totally destroyed by fire.

Mar. 20, 1900: The Call Firemen were given an increase in salary of \$100.00 a year, effective June 1st.

May 28, 1900: The Keith Block at the corner of Main St. and Perkins Ave., was damaged by fire to the extent of \$35,000.00; the entire inside of the block was gutted.

June 12, 1900: Asst. Chief Charles L. McCann passed away shortly after midnight.

June 27, 1900: Mayor Coulter named Capt. Harry G. Winsor as Asst. Chief to succeed the late Charles L. McCann.

July 16, 1900: Enos B. Winslow was arrested and charged with setting the fire to the Keith Block on May 28th.

July 25, 1900: Judge Bixby dismissed the charges against Enos B. Winslow.

Aug. 29, 1900: An Order was presented to The Board of Aldermen by Alderman Starrett, that the Public Property Committee together with the Chief of The Fire Department select a suitable site for a Fire Station on the West Side.

Apr. 13, 1901: In line with new orders issued by Chief Marston a new House Patrol System was instituted which calls for a day and night patrol in each fire station.

Apr. 29, 1901: Brockton answered an Aid Call from Whitman for bad fire in The Baptist Church in that Town; the Brockton Engine made the trip in 16 minutes with a three horse hitch.

Nov. 1, 1901: A movement for a two platoon system was being planned to extend all over the State with Brockton as the center of the movement.

Dec. 3, 1901: A residence owned by Herbert S. Fuller and occupied by W. R. Buchanan was destroyed by fire; the West Side residents want better fire protection.

Dec. 24, 1901: Fire swept the Kingman Block at 134 Main St., causing heavy damage to the building, also to a \$60,000.00 stock of Howard & Caldwell, Clothiers.

Jan. 2, 1902: Chief Marston in his report for last year recommended the building of two new stations.

Jan. 24, 1902: While responding to an alarm from box 19, one of the wheels of ladder No. 1 struck the door in leaving the house and the reins

broke allowing the horses to run away. Driver Michael J. Creedon stuck to his post and turned the team down Main St., at the corner of Main and Centre Sts., striking the car tracks and throwing Creedon off the seat. He landed on all fours but was not badly hurt. As the horses swung into High St., Chemical No. 1, driven by Horace Emerson, was abreast of the truck and only by one of the best pieces of driving ever seen in the department was able to turn his team into the street at the same time the truck turned, without doing any damage. The horses on the ladder truck were stopped by D. C. Holmes, call fireman.

Feb. 10, 1902: Fire Committee recommended an appropriation of \$10,000 for the erection of a station on Montello St., and the purchase of a lot on No. Main St., between Howard and Albion.

March 3, 1902: Both branches of the city government voted unanimously to raise the salary of the permanent firemen.

March 27, 1902: Mayor Battles vetoed the salary bill, calling for a raise for the firemen, but the Council passed it over his veto.

March 31, 1902: The Aldermen passed the bill, also, over the Mayor's veto, and the firemen were assured of their raise in pay.

May 17, 1902: A two alarm fire in a blacksmith shop located in the rear of J. C. Keith's big stable threatened the Churchill & Alden Shoe Factory, as well as the J. C. Keith auction stable. A small barn and the blacksmith shop were burned, damage being estimated at \$30,000.

Oct. 3, 1902: Horace Shurtleff, John Packard, Fred Martz and John Murphy were overcome by gas at a fire that practically destroyed the Somes Charcoal sheds in Commercial yards.

Dec. 5, 1902: The fire loan of \$10,000, that had been on the table since June, was acted on by the Common Council and unanimously passed, this loan to be used for the erection of a new station on Montello St. and the purchase of a lot of land on No. Main St.

Jan. 8, 1903: A two alarm fire on Linden St. practically destroyed the factories of Geo. T. Frenchard and Inkly Johnson Co.

Jan. 19, 1903: Mrs. Lucy W. Drew, aged 88, was burned to death when her clothing ignited as she was building a fire in the kitchen stove.

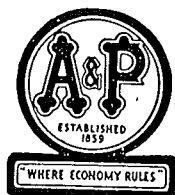
Jan. 24, 1903: A two alarm fire partially destroyed the old planing mill on Franklin Street, occupied by C. E. Jennings & Sons, and John A. Jackson. While hitching up the horses of the Montello Station one of the poles dropped, causing a cut on Geo. Hall's forehead that required two stitches.

Feb. 3, 1903: Capt. Moore was confirmed as second Asst. Chief by the Aldermen, succeeding Willis A. Downs, who had held the position since 1886.

Feb. 15, 1903: While returning from a fire, Engine No. 1, driven by Frank Dickinson, lost a wheel while rounding the corner of Main and Pleasant Streets. Dickinson was considerably jarred, but held his seat and controlled his horses.

March 7, 1903: Mrs. Charles H. Gill died from burns received the day before, when her clothing caught fire as she was cleaning oil burners.

March 11, 1903: The six tenements in the



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Windsor, corner of W. Elm Street and Warren Avenue were badly gutted in an \$8500 fire, that drove all the tenants into the street.

April 7, 1903: The plans for the new fire station to be located on No. Montello Street, near Battle Street, which were drawn by John H. Parker, a fireman at the Montello Station, were accepted by the committee. After work was begun on this two story brick building, an injunction was issued against the city, stopping the construction, but was later dissolved and the work continued.

May 21, 1903: Chief Marston ordered Eng. No. 2 and the hose wagon to East Bridgewater with a crew of 12 men under the charge of Capt. Wm. F. Daley to help fight a \$100,000 blaze.

May 23, 1903: Rose Donahue, aged 8 months, was burned to death and Mrs. Ann Fay, in trying to rescue the child was burned so badly that she died the next day.

June 14, 1903: A fire in the Goodrich Shoe Polish Company's factory at the corner of Longwood Avenue and Chestnut Street resulted in damage of \$20,000.

Oct. 1, 1903: A two alarm fire in the big coal pockets, owned by the N. Y., N. H. & H. R. R., and occupied by Jas. G. Wilde, E. A. Keith and the Edison E. & I. Co., caused damage to the amount of \$7000.

Dec. 7, 1903: Frank L. Taylor, of the eastside station, was thrown from the driver's seat of Eng. No. 4, while responding to an alarm. He fell almost directly between the wheels of the engine and was pushed forward over ice and snow a distance of over 70 feet. The wheels of the four ton truck did not pass over him and he escaped with a sprained ankle and painful bruises.

Dec. 13, 1903: The famous old hand tub Hancock went back into service, and with a crew of about a 100 men helped to fight a fire in the old Brownell house, an old landmark at Brockton Heights.

Dec. 18, 1903: Chief Marston was complimented for his ability as a chief by the Underwriters Ass'n. at a banquet held in Hotel Belmont.

Jan. 13, 1904: Henry W. Lambert was arrested for setting fire to Geo. M. Randall's stable on Maple Avenue. He confessed to the police that the reason he did it was to make his employer think he was a hero.

Mar. 30, 1904: A general alarm fire gutted the entire upper portion of J. C. Keith's horse and carriage mart on Main Street. There were 60 horses and 11 mules in the basement and all were saved from injury. Fireman Edw. Wilbur suffered a cut hand from falling glass. The damage was estimated at \$5000.

April 7, 1904: The new fire station No. 5 was opened, with Lt. Sturtevant in charge, driver, Geo. C. Hanscom, hoseman, Geo. N. Hall, and engineer, Arthur H. Jenkins on duty.

April 18, 1904: The shoe factory of L. M. Reynolds on Belfast and Freight Streets was completely destroyed, with a loss of \$100,000. This was thought to be of incendiary origin.

April 25, 1904: Mrs. Hannah Shaughnessy was fatally burned, when her apron caught fire as she was raking rubbish onto a fire in her back yard.

May 20, 1904: Chief Marston was elected President of the Mass. Fire Chiefs' club.

June 10, 1904: Sixteen people were forced to flee for their lives at a fire in a tenement block at the corner of Ames and Intervalle Sts.

Sept. 26, 1904: Fireman Geo. N. Hall, while cleaning windows at Station No. 5, fell 15 feet and broke both ankles.

Oct. 31, 1904: Mrs. Wm. L. Doty was fatally burned while standing in front of the furnace door in which her husband had just started a fire.

Nov. 5, 1904: Fire did \$20,000 damage to the store house and barn of E. J. Blake and caused the loss of 4 horses and 2 dogs.

Dec. 11, 1904: A two alarm fire did \$5,000 damage to the Arlington house at the corner of Centre and Montello Streets, driving out all the tenants.

Jan. 15, 1905: Seven horses were suffocated by fire in the barn of Sylvester Rice. Hoseman Chas. McCarthy was overcome by smoke.

Jan. 16, 1905: Fire in the Atherton Furniture and Mohican Market caused a general alarm to be sounded, damage \$80,000.

Feb. 6, 1905: Firemen H. J. Hackett and W. C. Putnam had a narrow escape from suffocation while fighting a fire that practically ruined the home of G. C. Holmes on W. Elm Street.

From Dec. 1, 1904 to Feb. 7, 1905, 118 alarms were received.

Feb. 26, 1905: Eng. Co. No. 4 was sent to Whitman by Chief Marston to aid that department fight a fire in the centre of the town, that did damage to the amount of \$90,000.

Mar. 20, 1905: The large shoe factory of the R. B. Grover Co. was wrecked by an explosion, followed by a fire that caused the loss of 56 lives and damage of about \$250,000.

April 3, 1905: Lt. Harry E. Allen was promoted to Captain and Asst. Chief to fill out the unexpired term of Harry G. Winsor, who had resigned to accept a position with a large electrical construction company in Houghton, Michigan.

April 10, 1905: Fireman W. F. Hildreth was badly injured, while responding to an alarm, being thrown from the hose wagon, while making a turn into Main Street from Pleasant Street. Hildreth landed on his shoulder and was badly cut and bruised.

May 8, 1905: Capt. Leighton was confirmed as 1st Asst. Chief.

Aug. 12, 1905: Fire badly damaged the Howard Building at 97 Main Street, and caused heavy damage to C. A. Parris' grocery store and the furniture store of Flagg & Willis. Two alarms were sounded.

Oct. 6, 1905: Hoseman Edw. J. Barry, of the Central Fire Station celebrated his 30th anniversary as a fireman.

Nov. 7, 1905: The top floor of the Clark Building was badly gutted by fire causing a loss of \$35,000. Two alarms were required to fight the fire.

Jan. 1, 1906: One of the worst fires in the history of Brockton, causing a loss of \$300,000, totally destroyed the City Theatre Block and badly damaged the Field Block. Herbert Ward, George Selig,



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G. N. Holmes and Lt. Hackett were overcome by smoke. Aid was called from Boston, and a record-breaking run was made by that department in response.

Jan. 11, 1906: A chemical engine was sent to No. Easton to help fight a \$7,000 fire in the Ames Shovel Works.

Jan. 16, 1906: Chief Marston, in his annual report, places the fire loss for the year of 1905 at \$370,626.93.

Mar. 5, 1906: The Underwriters reported that unless the Fire Department was improved that the rates would be raised 10%.

April 7, 1906: Mrs. Willard Norton, 409 Moraine Street, was burned to death while trying to extinguish a fire in her home.

May 5, 1906: Wm. Jacobs, believed to be the oldest fireman in Brockton, having served 48 years, passed away.

Aug. 14, 1906: Capt. Berry of Station No. 2 broke his wrist when thrown from his seat on the Chemical Engine, while turning from Main into Perkins Avenue.

Aug. 19, 1906: A \$15,000 fire, believed to have been set, gutted the large mill of Washburn & Hayward, Montello Street. The Department being badly crippled by lack of men, had to call on spectators to help fight the blaze.

Sept. 6, 1906: A two alarm fire drove 100 tenants out of the New York Apartments, at the corner of Grove and Main Streets. Heroic work was performed by Officer Brouillard, Alderman Penny and Wm. H. Powers in getting the tenants out of the building. Charles McCarthy of Station No. 2 was badly cut over the eye.

Nov. 26, 1906: Michael D. Long, for 20 years a call man, tendered his resignation to Chief Marston.

Dec. 10, 1906: Chief Marston sent Ladder No. 3 and Engine No. 3 with the hose wagon to Avon for a fire in the Gifford School. The run was in 7½ minutes.

Jan. 3, 1907: The big aerial ladder truck from the Central Station, while answering an alarm, crashed into three teams in front of Garfield's Market.

Jan. 28, 1907: Capt. Daily of Eng. No. 2 was appointed and confirmed by the Aldermen as first Asst. Chief, to succeed Capt. Leighton of Station No. 4.

Mar. 22, 1907: Brockton sent aid to Randolph to fight a \$30,000 fire in the Royal Shoe Co. factory, which was believed to be of incendiary origin.

April 25, 1907: Fire originating in the store of the J. W. Shaw Co., in the First Parish Building, drove all the tenants out and badly damaged the building as well as the goods on the J. W. Shaw Store.

May 23, 1907: Chief Marston reported that there were only four cities in the state that had more fire alarms than Brockton.

Sept. 2, 1907: Driver Charles G. McCarthy of Station No. 2 headed his triple hitch into a large elm tree at the corner of Main and Winthrop Streets to save running over three women who were crossing Winthrop Street directly in the path of the engine. McCarthy fell to the dasher of the

engine, but managed to hold his team until help arrived.

August 13, 1907: The new west side station was officially inspected by the Public Property Committee and was said to be the most modern and up to date station in this city.

Oct. 11, 1907: Fire destroyed the M. T. Goodrich factory on Longwood Avenue, with a loss estimated at \$60,000.

Oct. 12, 1907: Fire drove 100 people out of a large tenement house at 110 Lincoln Street. Many of the tenants were children who had to be carried out. This was the second big fire in two days, handled by Asst. Chief Daley, in the absence of Chief Marston.

October 21, 1907: A new aerial ladder truck was tested and accepted by the fire committee and Chief Marston was waiting for money to buy horses and hire men before it could be put into commission.

Oct. 30, 1907: The Atherton Furniture Co. was damaged to the amount of \$35,000, by fire.

May 24, 1908: A two alarm fire did damage of \$40,000 to the Hideite Plant on Ames Street.

June 8, 1908: A contract was signed for a gasoline fire engine, horse drawn, to be built by the Westinghouse Co., of Schenectady, N. Y. This was the first fire gasoline engine ever sold in this country. It was delivered in September. It cost \$3800 as against \$5600 for a steam engine of the same capacity.

June 20, 1908: The fire committee returned from Bridgeport, Conn., where they inspected the flying squadron used in that city, and rode at 60 miles an hour. The automobile chemical engine carried a crew of 8 firemen.

Aug. 19, 1908: Ladderman James McAuliffe rescued Mrs. Churnowski and her children from their burning home on Ames Street. Two trips were required to carry them down a ladder from the third floor.

Oct. 16, 1908: Asst. Chief Daley, D. G. Berry, Hoseman Forrest Marston and Ladderman Charles McCarthy were overcome by heat and smoke while fighting a fire in the house of R. M. Fullerton on Tribou Street.

Nov. 13, 1908: John L. Parker, driver of Eng. No. 5 hosewagon drove his team into the alarm pole at the corner of Newton and Belmont Streets, to save running down a woman. He was thrown from his seat but escaped injury. One of the horses was slightly hurt.

Dec. 9, 1908: W. C. Putnam was confirmed as a Captain and John L. Parker as a Lieutenant.

Jan. 7, 1909: The Brockton Department sent aid to Stoughton for a fire that destroyed the Stretton & Sons woolen mill, and caused a damage of \$50,000.

Feb. 24, 1909: The large shoe shop of Reynolds, Drake & Gabells at Marshall's Corner was totally destroyed with a loss of \$40,000.

March 8, 1909: The Sacred Heart School was badly gutted by fire. All the pupils escaped, some by jumping out the windows.

March 31, 1909: While responding to an alarm, Driver Chester W. Bell lost control of the horses on Hosewagon No. 1 and was unable to make the

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turn into Centre Street from Main, crashing into the side wall and narrowly missing several people on the sidewalk.

May 10, 1909: A bell was placed at the corner of Centre Street by electrician Drohan, of the fire department to warn car starters when there is a fire.

May 18, 1909: The Aldermen confirmed C. Gould, C. Daley, J. Carroll, Fred Vinton, George Selig, Patrick Long, W. Yancy and Frank Currier as permanent firemen. With this addition the flying squadron idea can be carried out.

May 19, 1909: Eleven fires were found burning at one time in a house at 37 Plymouth Street, and two women working there were placed under arrest, charged with arson.

June 21, 1909: Capt. Parks of the Central Station, while seated in a chair waiting roll-call died suddenly from heart trouble.

Aug. 3, 1909: Driver Hildreth of Chemical Eng. No. 1 was thrown from his seat when the engine collided with a team at the corner of Montello and School Streets. He was dragged a distance of 100 feet but escaped serious injury.

Sept. 23, 1909: The new flying squadron machine arrived from Worcester, and on Oct. 5 went into commission at the Fair Grounds. The crew wore red caps with black visors, with a gold letter A on the front.

Oct. 10, 1909: Alice Boblofski, three years old, was suffocated in a fire at 13 Merton Street. Her body was found by Chief Marston and taken from the burning building.

Oct. 17, 1909: While responding to an alarm, Ladder No. 3 plunged over the bank of an uncompleted bridge, spanning Montello Brook on E. Ashland Street, and landed 15 feet below in the ditch. Driver Weatherbee and John Casey were badly bruised and cut.

Nov. 10, 1909: Squad A went into commission at the Central Station, the crew being Lt. Dickinson, driver, G. N. Hall, Frank Carr and Daniel Long. This was the first motor apparatus in the Fire Dept.

Nov. 19, 1909: The Crescent Alleys suffered a fire loss of \$8,000. Two alarms were sounded and two pin boys were rescued from death by J. E. Fitzgerald.

Nov. 28, 1909: Geo. Hanscom, a veteran of the Brockton Dept., was granted 6 months leave, to join the Panama Fire Dept.

Dec. 8, 1909: Lts. Dickinson and John J. Murphy were confirmed as Captains.

Dec. 15, 1909: Mrs. Rose Blair, an invalid, was burned to death when a lamp exploded and threw oil over her.

Dec. 18, 1909: Asst. Chief Daley, Capt. of Eng. No. 2, was placed in command of Squad A, and ordered to answer every alarm of fire.

Dec. 20, 1909: Mrs. Bridget Kearney of Court Street, died from suffocation, when fire broke out in her home.

Dec. 23, 1909: Capt. Berry, of Chemical No. 2 was thrown from his seat and landed on the pavement, injuring his hip. Ladder No. 2, following close behind swung around to avoid hitting Capt.

Berry and crashed into the plate glass window of Malmgren's Tailor Shop.

Dec. 29, 1909: A \$20,000 fire gutted Kelsa's stable. 15 horses were rescued. Firemen G. N. Hall and Daniel Long had a narrow escape from falling second floor timbers, while working on the first floor.

Dec. 31, 1909: A two alarm fire threatened the Brockton Public Market.

Jan. 4, 1910: Brockton sent aid to Whitman for a \$20,000 fire in the Village Block, the run being made in 23 minutes through snow.

Feb. 25, 1910: The Council adopted a resolution, commending Charles Dewhurst for bravery in stopping a runaway horse.

Feb. 28, 1910: Chief Marston while driving to a fire on W. Chestnut Street, skidded and crashed into a pole, wrecking the car and seriously injuring Wm. Hanchett. Capt. Fred Moore received a broken leg and Chief Marston and Machinist Ralph Raymond were bruised and shaken up.

March 19, 1910: A new \$4,000 gasoline fire engine arrived and was located at the Montello Station.

April 15, 1910: Salvatore Caparrotta, who claimed his barber shop was robbed and set on fire by a Black Hand gang, was arrested and charged with arson. He later pleaded guilty and was sentenced to 2½ yrs.

May 15, 1910: Aid was called from Brockton to help North Easton fight a \$10,000 fire in the Ames Shovel Works.

Sept. 17, 1910: The Fecto Building in North Easton was destroyed and aid was sent from Brockton.

Oct. 3, 1910: The firemen were granted one day off in five in place of one in eight, by the Aldermen.

Nov. 26, 1910: A two alarm fire broke out in the J. C. Keith Bldg. on Main Street and threatened the Churchill & Alden Shoe Factory. Back draft injured H. J. Belmore and John Carroll when they were blown down a stairway.

Feb. 1, 1911: The Commercial Block, Main and Crescent Streets, was gutted by fire, which did damage to the amount of \$35,000.

Feb. 28, 1911: The Brockton Department answered an aid call from Stoughton for a \$25,000 fire in the Swan Block.

March 22, 1911: Engine No. 4 from the East Side was in collision with a large elm tree at the junction of School and East Elm Streets. The force of the collision put the engine out of commission and caused one of the horses to turn a complete somersault. Driver Geo. Seavey was uninjured.

April 13, 1911: Geo. N. Hall of Squad A groped his way through dense smoke and was forced to break in a door to rescue Miss Nellie Murphy who was unconscious on the upper floor at 29 Court Street.

April 24, 1911: Mrs. Mary Gagin was so severely burned at her home that she died the next day at the Brockton Hospital.

May 9, 1911: Chief Marston was granted a leave of absence for the summer. The Chief is recovering from a serious sickness.

July 14, 1911: Fire broke out in the black-

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smith shop in the rear of J. C. Keith's stable at 1000 Main Street and spread to the Churchill & Alden Shoe Factory. Two alarms were sounded and aid was called from Stoughton and Avon. Several firemen had close calls when the roof of the stable fell in.

July 22, 1911: Brockton sent aid to Cochesett where two barns and three houses were burned, the loss being \$10,000.

July 30, 1911: The most stubborn fire, and one entailing the greatest loss, \$200,000, since the City Block fire in 1907, occurred at the Brockton Public Market. Forty firemen were overcome and aid was summoned from the surrounding cities and towns.

August 16, 1911: The two story wooden building of the Tuck Mfg. Co. on Ames Street was badly gutted by a two alarm \$25,000 fire.

August 23, 1911: The new Montello Station was opened and inspected by several hundred residents.

August 29, 1911: The Board of Aldermen passed an ordinance, changing the three year term of the chief and two assistant chiefs to a permanent tenure.

Sept. 12, 1911: A two alarm fire caused damage estimated at \$10,000 to the Curtis Block on Main Street, occupied by the Riker Jaynes Drug Store on the ground floor.

Sept. 12, 1911: Aldermen voted to purchase an auto chemical and hose wagon.

Jan. 5, 1912: A \$7,000 fire in the old car barns on Torrey Street caused two alarms to be sounded.

Jan. 13, 1912: Fire caused damage estimated at \$10,000 and left 15 people homeless when a three story structure was destroyed at 701 No. Main Street.

Jan. 27, 1912: Mrs. Orphie R. Tallman was so seriously burned that she died four days later at the Brockton Hospital.

Feb. 14, 1912: The body of Alex Unoc was found badly burned when firemen were searching the ruins of a small two room shack on Sherman Street.

Feb. 22, 1912: Hotel Hamilton was threatened with destruction and 30 lodgers were driven out by a fire that required two alarms.

March 2, 1912: A two alarm fire threatened the six apartment block at the corner of W. Elm and Warren Avenue, known as the Windsor. The firemen used smoke helmets for the first time to locate the seat of the blaze. It was believed that the fire was of incendiary origin.

March 22, 1912: Combination No. 2, a new auto fire truck for Station No. 2 was put in commission at Station No. 1 in place of Squad A which was taken to Boston for overhauling. Combination No. 2 was to be located at Station No. 2 in charge of Capt. John Murphy as soon as Squad A returns from Boston.

March 22, 1912: A new auto fire truck was installed at the Central Station.

April 12, 1912: Over 50 persons were driven out of Hotel Norris by three explosions. John Libby, 90 years old, was rescued from the third floor during the fire.

May 3, 1912: Chief Marston's salary was raised

to \$3,000 by the Common Council, an increase of \$500.

May 18, 1912: The fire Committee with the Mayor and Chief returned from N. Y. where they saw a demonstration of tractors to replace horses in drawing fire apparatus.

June 6, 1912: Fireman P. F. Stack severed two tendons and the radial artery in his right wrist while forcing his way through a smoke filled window at the home of W. W. Doten on Pearl Street.

July 4, 1912: Michael F. Neafsey, a call man for 25 years, attempted to jump on the running board of Ladder No. 1, which was responding to an alarm on Summer Street, missed the running board and the rear wheels of the 7 ton ladder truck passed over his body, crushing him so badly that he died four hours later.

July 5, 1912: Fire destroyed a store house used by the Brockton Last Co. on Crescent Street and damaged six other buildings. Several people were rescued during the fire, among them a mother and her new-born baby.

July 15, 1912: Engine No. 3 and Ladder No. 3 went to Stoughton for a fire that destroyed the large barn owned by E. B. Hutchins, on what was known as the Toby Farm.

July 18, 1912: The Tolman Print on Center Street was threatened by a fire that started in the Burke Barber Shop.

Sept. 20, 1912: Horace B. Emerson, Engine No. 1, received a broken rib and was badly bruised, when the heavy rubber tire on the rear wheel of the engine broke and struck him every time the wheel revolved. He was rendered unconscious and was held on the rear step of the engine by W. F. Hildreth, who was riding with him, until the engine was stopped.

Oct. 10, 1912: Fire in the Roarty Plant on the 6th floor of the Anglim Building gave the firemen a hard battle, it being in a 17 ton pile of leather. Water caused heavy damage on the five floors below.

Oct. 17, 1912: Combination No. 2 from the Campello Station was sent to Matfield on an aid call, and before the men could get their suppers they were sent to a \$150,000 fire in Taunton that destroyed the White Warner Stove Mfg. Co. and the Union Stove Lining Co.

Oct. 18, 1912: The third aid call in 20 hours came from Avon where fire gutted the Avon Town Building.

Nov. 7, 1912: Comb. No. 2 made a quick run to East Bridgewater in answer to an aid call. Eng. No. 4, although being delayed by being stuck in a soft place made by a trench, arrived in time to be of assistance.

Dec. 10, 1912: A general alarm, the first since the Grover Disaster, was sounded to check a fire in the Dr. Packard Building.

Feb. 22, 1913: A large barn at the city farm was struck by lightning and destroyed with the loss placed at \$30,000. Much valuable live stock perished. The 51 inmates of the Home were excited but were in no danger.

June 22, 1913: Fire and water caused a damage of more than \$10,000 in the counter department of the C. S. Pierce plant on Montello Street.



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June 23, 1913: Brockton firemen received a raise in salary by the Aldermen,—captains \$200, lieutenants \$125, engine and permanent men, \$100.

June 29, 1913: An aid call from Whitman, where 10 buildings were on fire, was answered by the department.

Aug. 25, 1913: The M. A. Packard Shoe plant on Warren Avenue was menaced by fire. The 800 employees made their way out in safety. The fire was confined to the boiler room.

Aug. 27, 1913: Aid was sent to W. Bridgewater, where fire destroyed the barn of Clinton Howard, which had been struck by lightning.

Sept. 30, 1913: Three new motor-driven combinations, and a tractor for Ladder No. 1 were added to the department's equipment.

Dec. 20, 1913: Fire caused a loss of \$10,000 to W. E. Bryant & Co., grain dealers on Montello Street.

Jan. 10, 1914: Capt. John Thompson, for 42 years a member of the Department, died after a short illness.

Jan. 14, 1914: Combination No. 2, in command of Capt. John Murphy made a record run to West Bridgewater in response to an aid call, for a \$5,000 fire that threatened to wipe out the section near the railroad station. One house burned and a large grain store house was badly damaged. The firemen were handicapped by the bitter cold.

Jan. 17, 1914: A two alarm fire at 203 N. Main Street, caused the loss of four lives and severely injured several others; 28 people were in the burning building, 14 of whom jumped into the life net which was used for the first time in this city. Ladder No. 1 was delayed in reaching the fire by a snow plow near the corner of Main and Pleasant Streets.

Jan. 27, 1914: Chief Marston in his annual report recommended that the Call Force be disbanded—that ten (10) permanent men be added to the regular department.

Feb. 2, 1914: Timothy Denahy, 82 years of age was suffocated in his attic room at 44 Bay Street.

Feb. 12, 1914: Joseph Mixis, 8 months old child was burned to death at 1013 Main Street, this making the sixth person to lose their life by fire in the past month.

Feb. 23, 1914: The Hotel Belmont was damaged by a two alarm fire to the extent of \$30,000.00; Ruth Morse, the housekeeper, aroused all lodgers who escaped without injury.

Mar. 2, 1914: Combination No. 4, in charge of Capt. Fred Leighton answered an aid call in Rockland for a general alarm fire.

Mar. 26, 1914: The common council passed an order authorizing the Mayor to make a supplementary appropriation of \$10,000.00 for the purchase of fire apparatus; a combination for Central Street, and a Tractor to be attached to Ladder No. 2, will replace 5 horses.

Apr. 1, 1914: Chief Marston was not in favor of the two-platoon bill for cities of over 50,000 inhabitants, which was reported by the Commission on cities to the Legislature.

July 18, 1914: A large horse show barn at the Fair Grounds was destroyed by fire causing a loss estimated at \$6,000.00.

July 21, 1914: A general alarm was sounded for a fire in the large barn of The Flagg Ice and Coal Co., at 444 Main Street; the barn was practically destroyed; the barn was believed to have been struck by lightning.

Sept. 1, 1914: A general alarm fire destroyed the large wooden factory of The Wade Mfg. Co., on Haverhill Street; damage was estimated at \$100,000.00.

Oct. 2, 1914: Engine Co. 4, went to Rockland to answer an Aid Call for a fire that practically destroyed the Phoenix Block in that town.

Nov. 2, 1914: A general alarm was sounded for a fire in the millinery store of Mildred Woodward of 56 Main St.

Nov. 25, 1914: Engine Co. No. 3, answered an Aid Call to Randolph, two large barns, houses and outbuildings were burned.

Dec. 22, 1914: A consultation of several doctors found that Chief Marston had suffered a severe heart injury while fighting a fire on Nov 4, and that he would have to be extremely careful.

Feb. 9, 1915: Alderman W. E. Johnson introduced an order for \$10,000.00 for the purchase of fire apparatus to replace 5 horses.

Feb. 28, 1915: Horace C. Irish for 25 years a regular member of the Department passed away.

Mar. 16, 1915: A two alarm fire drove the tenants out of the Brown-Burnham Block at Ames and No. Main Streets, early in the morning.

Apr. 6, 1915: Two alarms were sounded for a fire in the vacant factory on Herrod Avenue.

Within five hours another two alarm fire destroyed the Empire Theater on Main Street, near School.

May 19, 1915: Fire caused a loss of \$10,000.00 in the large lumber sheds of The Geo. E. Keith Co., at Campbello.

June 30, 1915: The Fire Department went on a permanent basis with the abolition of the Call Force; several members of the Call Force said they would not resign.

July 1, 1915: Chief Marston said that with the abolition of the Call Force the outside bell alarm and the whistle would be done away with.

Aug. 14, 1915: Chief G. N. Hall of Squad A, drove his apparatus over the sidewalk at the corner of W. Elm Street and Warren Avenue, to avoid hitting an auto containing 6 children; the squad was badly damaged and the crew were all injured.

Oct. 27, 1915: A two alarm fire did an estimated damage of \$25,000.00 to the Holbrook Bldg., on Main Street, occupied by the Brockton Public Market.

Nov. 11, 1915: R. C. Holmes and D. C. Long, former Call Men who had refused to resign when the Call Force was abolished, requested their back pay for answering alarms, claiming they had not resigned and were still answering alarms and were entitled to their pay.

Jan. 6, 1916: Chief Marston planned to replace Steam Engines of the Department with Auto Pumping Engines during the year.

Mar. 1, 1916: A general alarm fire in the Brockton Public Market, Main and W. Elm Street, did an estimated damage of more than \$50,000 00; fireman Belmore received a severe cut on the nose—

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Mar. 7, 1916: The Aldermen requested the Mayor to appropriate \$10,000.00 for the purchase of additional motor apparatus for the Department.

Mar. 14, 1916: Chief Marston was able to put about \$15,000.00 worth of apparatus in commission, with an appropriation of only \$10,000.00 thru the efforts of Capt. Dickinson; a Pope Hartford Chassis was purchased, Capt. Dickinson building the body and fully equipping it; Capt. Dickinson also rebuilt the wrecked Squad A machine into a Tractor.

Apr. 25, 1916: The Aldermen unanimously voted to accept the pension act which provided for the retirement of firemen of the city on half pay upon reaching the age of 60 and having served 25 years.

May 18, 1916: Chief Marston passed away, from heart trouble. He had been in poor health for some time. The fire bells tolled 54 times, once for each year of his age.

May 22, 1916: Asst. Chief W. F. Daley was appointed by Mayor John S. Burbank as chief, to succeed the late Chief Marston.

May 23, 1916: Chief Daley, answering his first alarm as chief, assisted by four of his men, rescued four unconscious children by carrying them down a ladder from the attic of their home.

May 30, 1916: Capt. F. F. Dickinson of Ladder No. 1 was appointed Asst. Chief by Mayor Burbank and unanimously confirmed by the Aldermen.

August 25, 1916: A general alarm was sounded when lightning struck the old Tom White factory on No. Main St., and caused a huge vat of denatured alcohol to explode. Several employees were burned, and required hospital treatment, but no lives were lost. The estimated damage was more than \$50,000.

Dec. 12, 1916: The Aldermen unanimously passed an ordinance giving the firemen a \$200 increase in pay.

Jan. 16, 1917: A two alarm fire did damage to the Hotel Grayson Building, to the amount of \$12,000. Chief Daley and several other firemen were overcome by charcoal fumes and had to be assisted out of the basement of the building.

Feb. 2, 1917: Fire did damage estimated at \$50,000 to the Packard Bldg., Main and El. Elm Streets, occupied by the Brockton Shoe Market.

Feb. 13, 1917: Two alarms were sounded for a fire in the old Keith School on Warren Avenue. 150 pupils marched out safely.

Feb. 15, 1917: A test was conducted of a new motor pump, purchased from the Seagrave Co.

April 6, 1917: A general alarm was sounded for a fire that destroyed the Degreasing plant of M. H. Bates on Ames Street, loss \$12,000.

June 21, 1917: Several citizens attended the hearing at City hall relative to granting the firemen one day off in three. Several spoke against the measure.

Nov. 4, 1917: A two alarm fire menaced the lives of 41 people in the 12 tenement building on the corner of Intervalle and Arthur Streets, causing \$25,000 damage.

Dec. 25, 1917: A double alarm fire drove lodgers out of the Homestead Bldg. and did heavy damage to the Building and the stock of the Kresge Store.

Several of the firemen were overcome and had to be assisted out.

Jan. 4, 1918: With the thermometer registering zero, a two alarm fire did damage, estimated at \$75,000, to the rear building of the Tolman Job Print.

Jan. 16, 1918: Chief Daley's report for the past year showed that there were 730 alarms for fire, being the second time in the history of the city that the total alarms were over 700.

April 26, 1918: Mr. Charles A. Eaton, President of the C. A. Eaton Shoe Co., passed away. Mr. Eaton was a former chief of the Brockton Fire Dept., having served from 1886 to 1892. Mr. Eaton joined the department in 1871.

May 23, 1918: The Council failed to muster the necessary two-thirds vote required to override Mayor Gleason's veto of the order calling for a supplementary appropriation of \$11,000 for a new motor fire engine, asked for by Chief Daley, to complete the motorization of the department.

August 12, 1918: A fire destroyed the ice plant owned by the Brockton Ice and Coal Co. located in Unionville. Engine No. 5 was sent to help fight the fire.

August 13, 1918: The sixth annual meeting of the Mass. Permanent Firemen's Ass'n was opened in Massasoit Hall. Mayor Gleason and Chief Daley were among the speakers.

Aug. 16, 1918: Several buildings of the French & Ward Co. of Stoughton were destroyed by fire, causing a damage set at more than \$300,000. Brockton sent an Engine Co. to aid the Stoughton Dept.

Nov. 21, 1918: The Council sustained the Mayor's veto of the two platoon bill for firemen.

Dec. 12, 1918: The Barry Fire Club was organized by the members of the Brockton Fire Department; it is a branch of the International Association of Fire Fighters and is affiliated with the A. F. L.

Dec. 17, 1918: A two alarm fire destroyed the stable of Powers Brothers on No. Montello Street, and damaged that of J. G. Wilde.

Jan. 4, 1919: Mayor Gleason again vetoed a bill for the two platoon system for Firemen.

Jan. 9, 1919: A two alarm fire threatened the large store of the Atherton Furniture Co., on Centre Street; several firemen were overcome by illuminating gas.

Jan. 30, 1919: The Shaw store, corner Main and Green Streets, was damaged by a two alarm fire.

May 11, 1919: The Swan Block in Stoughton was damaged by fire to the extent of \$80,000.00; Brockton again answered a call for aid with Chief Daley leading his men.

June 2, 1919: Chief Daley with Engine No. 1, and Combination No. 4, answered an aid call from Whitman for a fire in the Jenkins Block.

June 30, 1919: The salaries of the members of the Fire Dept., were raised \$200.00.

July 21, 1919: The members of the Department circulated a petition among the voters requesting the two platoon system be placed before the voters for the fall election for a referendum vote; it was necessary to secure the signatures of ten per cent

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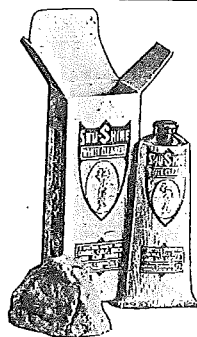
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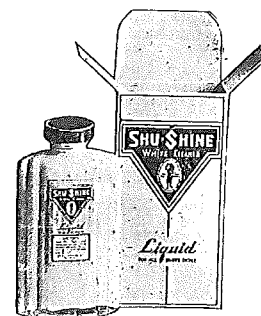


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## In Memoriam

Charles Appolos Eaton

Charles A. Eaton Company

of the voters to have the question put on the ballot.

Aug. 6, 1919: The new Seagrave Motor Fire Engine arrived in the city.

Oct. 10, 1919: A two alarm fire damaged the four story wooden factory bldg., of Thompson Estate on Foundry Street, to the extent of \$20,000.00

Nov. 11, 1919: The referendum vote on the two platoon system for the firemen showed almost two to one in favor; the total vote on the bill was 8739, with 5823 in favor and 2916 against.

Jan. 28, 1920: Chief Daley sent Squad A to Holbrook to aid in the rescue of 25 men who had been trapped by the collapse of the roof in the ice house owned by R. H. White Ice Co., of Taunton.

Feb. 2, 1920: The two platoon system was put in operation at 8:00 P. M.; at 8:04 a two alarm fire was sounded from Box 153, Main and Temple Streets; this was the first alarm to be sounded under the two platoon system.

Feb. 25, 1920: Chief Daley recommended a new Central Fire Station; he also recommended a drill master for the Department and stated that the Dept. needed a new motor engine and a tractor for Ladder 3.

June 23, 1920: Chief Daley and his wife left to attend the convention of The International Association of Fire Fighters being held in Toronto, Canada

June 25, 1920: Brockton answered an aid call from Abington for a fire in the car barns located in No. Abington; fire caused a damage of \$100,000.00

Aug. 26, 1920: The new Seagrave Motor Pumping Engine which had been delivered to the city on Aug. 6, 1919, was tested and passed all the requirements of The Underwriters; it replaced the horse drawn Westinghouse Gas Eng. at Station 6.

Sept. 10, 1920: Engine No. 5 went into commission at Station 6; this marked the official passing of horse drawn apparatus in the Department.

Oct. 17, 1920: Combination No. 1, while responding to a call from Box 435 swept into a crowd of spectators at the corner of Main and Ames Street; two persons were fatally injured—Willis J. Sullivan and John Johnson, both dying later in the Brockton Hospital; five others were seriously injured. Capt. John Parker of the Dept., and Miss Esther Bergman were placed on the danger list at the hospital; Patrolman Bonney who tried to save the crowd at the corner was struck down, receiving a fractured leg and internal injuries; the other members of the crew were all cut and bruised.

Oct. 30, 1920: Asst. Chief Murphy started a 30-day training course at the Drill School of the Boston Fire Department; Asst. Chief Murphy was to be the Drill Master of the Brockton department.

Feb. 18, 1921: Chief Daley in his annual report stated that the fire loss for the year of 1920 was the smallest in 18 years.

Feb. 21, 1921: Due to the large snow fall motor apparatus could not make any headway and the Dept. went back to horses and pungs.

Apr. 6, 1921: Drill school for the Department opened with Deputy Murphy in charge.

Apr. 24, 1921: The new Drill School was opened by Chief Daley with Asst. Chief Murphy as Drill Master; this marked a new step in the up to date efficiency of the local department.

May 10, 1921: A two alarm fire threatened to wipe out the plant of the Montello Coal Co., at the corner of Ames and Montello Street; this was the first time the second platoon had been called into action since the institution of the two platoon system.

Sept. 15, 1921: The Brockton Department sent aid to West Bridgewater for a fire that destroyed the slaughter house and barn of E. P. Dunbar and the barn of Clinton Howard, with an estimated loss of \$19,000.00.

Sept. 16, 1921: The Department again answered an aid call to West Bridgewater for a fire that destroyed the Greystone Towers Sanitarium with a loss of \$40,000.00.

Oct. 20, 1921: A two alarm fire gutted the Wolstad Shoe Store on Centre Street, with a loss of \$10,000.00; Chief Daley, Asst. Chief Dickinson and Lieut. Gulliver narrowly escaped injury when a fire escape on which they were all standing fell

Oct. 26, 1921: The new City-Service Ladder Truck arrived and was placed in Station 6.

Nov. 8, 1921: Outside fire alarms on the bells and whistles were discontinued.

Jan. 19, 1922: A general alarm was sounded for a fire caused by 16 explosions in the Gowdy Box Toe Co. on No. Main Street. Several of the employees were badly injured, and one, John O'Halloran was missing. Windows in all buildings within 50 yards of the plant were broken by the force of the explosion.

Mar. 7, 1922: Chief Daley reported that the fire loss for 1921 was more than double that for 1920. He recommended a repair shop be provided and that fire alarm boxes be installed at every school building.

Mar. 19, 1922: A fire threatened the large Churchill apartments on Clifton Avenue. All of the tenants were forced to flee through heavy clouds of smoke and illuminating gas. When Ladder No. 1 was returning from the fire, Combination No. 4 which was answering a false alarm from box 611 collided with it. Lt. Carroll was thrown from his seat on the Comb. and landed on his shoulder. He was rushed to the hospital. Both machines were badly damaged.

March 21, 1922: Station 4 was temporarily closed as both pieces of apparatus were out of commission. The crew were sent to other stations.

Mar. 30, 1922: Fire which swept with destructive fury through the quarters of Seville Council K. of C., caused damage estimated at \$60,000. All firms in the building suffered losses from fire and water, as well as the James Edgar Co., occupying the adjoining building which was damaged by smoke and water.

April 15, 1922: Chief Daley reported that the 40 year old Engine No. 4 was unfit for duty, it being the only steam engine then in use. It was first horse drawn and then equipped with a tractor. He recommended that it be replaced by a new motor pumping engine.

May 1, 1922: The Department established a three day record when they answered 45 still alarms and 10 box alarms.

May 3, 1922: A general alarm fire caused dam-



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age to the amount of \$20,000 to the Orpheum Theatre Building.

May 4, 1922: A fire in the lodging house of Mrs. Ellen Robinson on Green Street threatened the lives of 16 people. Several were affected by smoke, and Miss Helen Dunn was sent to the hospital in a critical condition from burns.

Sept. 16, 1922: The first and second platoon base ball teams staged their annual ball game for the benefit of the Visiting Nurses Ass'n and secured \$1087 for the Ass'n.

Nov. 7, 1922: The contract for a new \$27,000 fire alarm signal station, to be built on the lot adjoining the Central Fire Station, was awarded to Willard Hanson.

Dec. 15, 1922: A general alarm fire in the Keith Oil Corp'n plant on Plain Street called all the apparatus to fight it. Several tanks filled with gasoline exploded, causing a loss of \$10,000.

Jan. 5, 1923: The Fire Commission voted Chief Daley a new Cadillac to replace his old one.

Jan. 13, 1923: Engine Co. No. 3 went to Brookville to assist in fighting a fire that destroyed the H. E. Bowen Printing Co. Bldg. Deputy Chief Murphy was in charge of the Company.

Jan. 18, 1923: Aid went to Rockland to fight a \$175,000 fire in the Bigelow and Webster Blocks and threatened to wipe out the entire business section of the town.

Feb. 6, 1923: Com. No. 1 while responding to an alarm of fire on Sycamore Avenue skidded into a tree on Simmons Avenue. The machine was badly damaged and 5 members of the crew were hurt, but none badly. Chief Daley reported the ice and snow the worst in his experience.

Feb. 11, 1923: Sixty guests were driven out of Hotel Belmont by a fire that was kept confined to the store under the Hotel. The fire was believed to be of incendiary origin.

May 18, 1923: Combination No. 2 of the Camello Station struck a pole on Plain Street, near the corner of Main, while responding to an alarm from Box 125. The big piece of fire kit overturned, pinning Fireman Herman J. Coudy and Driver Chas. A. Daley under it. Coudy was instantly killed and Daley fatally injured, dying the following day. Capt. Putnam and Hoseman Clifford Newton were thrown clear but were badly injured.

May 27, 1923: Fourteen persons including the crew of Ladder No. 3 narrowly escaped death when the big ladder truck was in collision with two automobiles at the corner of Ames and No. Montello Streets. The Ladder truck was badly damaged as were the other two cars.

July 5, 1923: The Fire Commission recommended a loan of \$40,000.00 to pay for transferring the Fire Alarm system to the new bldg.; Mayor Manning calling a special meeting of the Council to take necessary action.

Sept. 3, 1923: A. Glover of Ladder 1, was electrocuted when he came in contact with a live electric wire while fighting a fire in the grain shed of E. A. & A. M. Fullerton in Commercial Yard.

Nov. 7, 1923: Chief Daley and Eng. Co. 5, responded to an aid call for a fire in the large barn on the John F. Ames estate in North Easton; the barn housed 85 head of valuable Guernsey cattle.

Nov. 11, 1923: The Firemen asked for a pay increase of \$200. a year to take effect Dec. 1, 1923.

Nov. 30, 1923: Lieut. Shaw, known as the reclusive fireman passed away; he left few known relatives and it is said that he left a small fortune, estimated at between thirty and forty thousand dollars.

Dec. 28, 1923: The firemen were granted a raise in salary of \$200.00.

Jan. 9, 1924: Two alarms were sounded for a fire that threatened destruction to the Bay State Block on Centre St., and did an estimated damage of \$50,000.00. Firemen P. C. McCarthy and Bart Herlihy were taken to the hospital overcome with smoke and illuminating gas; several others were cut on hands and face; Chief Daley received a painful laceration on the hand.

Jan. 24, 1924: The Fire Commission recommended that two new Combinations be purchased to replace apparatus worn out.

Jan. 27, 1924: Chief Daley with Eng. 2, in charge of Capt. F. Taylor raced to Bridgewater in response to an aid call for a fire which totally destroyed the Virginia Block with a loss of \$200,000.00; this was the finest business block in the town; the weather was bitterly cold.

Feb. 4, 1924: The salary increase granted to the Firemen and Police in December of 1923, was voted cut to its former scale by the new City Government headed by Mayor Bullivant.

Feb. 13 1924: The E. H. Clapp Rubber Co., in Hanover, one of the largest industries in south eastern Massachusetts, was almost totally destroyed by a fire, causing a loss of \$500,000.00; Chief Daley and Eng. Co. 4, responded to an aid call, but due to the poor condition of the roads the going was slow; the men were soon coated with ice after their arrival at the fire and remained in this condition until relieved by the Relief Platoon from Brockton; Engine 4, set a record when it pumped continuously for more than 30 hours.

Mar. 12, 1924: While returning from a fire at 246 Court Street, Squad A, driven by C. T. Dewhurst ran into the rear end of Ladder 1, which had become stalled, seriously injuring two members of the Squad crew; driver Dewhurst had a pike pole forced through his leg just below the groin and pinned him to the back of the seat, a saw had to be used to release him; B. G. Noonan was thrown from the truck and suffered a fractured skull; both men were rushed to the Brockton Hospital; the rest of the crew escaped with minor bruises and a good shaking up; none of the Ladder Crew were injured. a blinding blizzard, the worst in years was blamed for the accident.

March 13, 1924: Firemen were patrolling the streets owing to the Alarm System being crippled by the worst blizzard since 1898.

Mar. 29, 1924: A two alarm fire swept the Opera House Block on Main Street, causing an estimated damage of \$50,000.00.

July 21, 1924: A fire did heavy damage to the Camello Block in Randolph. John Handricken of the Brockton Fire Dept. who was visiting in that town, rescued a lady and four children from the burning building. He received cuts and burns that kept him from work a few days. Aid was called

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from Brockton and Eng. No. 3 and Ladder No. 3 responded.

July 25, 1924: Engine No. 3 and Ladder No. 3 went to Avon for a fire that destroyed the large barn and silo of Anthony Damoles on So. Street, causing damage to the amount of \$25,000. Asst. Chief Murphy was in charge of the Brockton crew.

Sept. 16, 1924: The Mass. State Firemen's Ass'n 45th convention was opened for three days.

Oct. 2, 1924: A two alarm fire destroyed the three story wooden building on Linden Street, occupied by Sam Spekin Leather Co. and Mal Barry Shoe Co.

Nov. 2, 1924: A general alarm fire destroyed the large plant of the Brockton Ice & Coal Co. on Lawrence Street with the loss of 24 horses and caused damage of more than \$100,000. Aid was called from Stoughton, W. Bridgewater and Abington, being the first time in many years that outside help had been called. Four firemen were injured including Asst. Chief Dickinson, who was badly cut when struck in the face by a stream and hurled against a piece of apparatus.

Dec. 5, 1924: The newly organized Women's Auxiliary of the Brockton Firemen's Relief Ass'n held their first social affair, which proved very successful, in Canton Hall.

Dec. 10, 1924: The Bridgewater Normal School was destroyed with a loss of \$1,000,000. Brockton sent Engine No. 2 with Chief Daley in charge. During the height of the fire when the Brockton men were making a stand to save the new Normal Hall, Chief Daley opened a door and was met by a rush of smoke that drove him back onto a platform, which being weakened by fire, collapsed and dropped him to a cement walk, fracturing his leg in three places. He was rushed to Goddard Hospital in Brockton for treatment.

Dec. 16, 1924: Seven persons, including one woman, were arrested by State Detective Edw. Murtagh of the Fire Marshall's office and Joseph Ferrari of the Crime Bureau, assisted by the local police, and charged with being members of an arson ring that had been operating in the city for two years. It was said that they worked on a percentage basis. The following day three more arrests were made. Five of the ring were later found guilty and sentenced to terms ranging from 1 to 15 years.

Dec. 18, 1924: Two new Seagrave Combinations, which had been ordered for some time, arrived.

Dec. 26, 1924: Ladderman John Handricken was presented with a silver medal by the Mass. Humane Society, for rescuing several people in a Randolph fire. Because Chief Daley was still confined to his home with a fractured leg, the presentation was made by Mayor Bullivant at the Daley home.

Jan. 10, 1925: One of the worst fires in years started in the Chapin Drug Store, in the City Theatre Building, endangering the entire business section of the city. Two alarms were sounded. Several firemen were overcome by gas and chemical fumes in the cellar of the drug store. The fire was confined to the front end of the building and did not get into the City Theatre, located in the rear. The loss was estimated at more than \$60,000.

This was the first two alarm fire that Chief Daley had missed in 26 years, as he was recovering from injuries received in the Bridgewater Normal School fire.

Feb. 15, 1925: Aid was sent to Bridgewater for a fire in the Bowman Block that caused a loss of \$50,000.

April 7, 1925: Engine Co. No. 4, with Chief Daley in charge, assisted by Lt. John Carroll and crew, answered an aid call from Hanover. An explosion wrecked the Hanover Fireworks Plant. 365 persons were at work and several were injured and one was killed. Several buildings were destroyed by the explosion and fire that followed. Loss \$90,000.

April 15, 1925: The mammoth twin ice house of the R. H. White Ice Co. in Holbrook was destroyed by fire when struck by lightning, during the earliest thunder-storm ever remembered in this section. Engine No. 3, in charge of Lt. T. W. Totman, responded to an aid call. Later they were relieved by the second platoon, in charge of Capt. A. H. Jenkins. The loss was estimated at \$75,000.

June 5, 1925: A two alarm fire called the department to the plant of the Stowe & Woodard Rubber Co. on Brookside Avenue. Several dwellings and the Polinsky Leather Co. factory were threatened.

Sept. 9, 1925: Chief Daley, with Engine No. 2, went to the Bridgewater State Farm to aid at a fire that destroyed three barns and four silos, causing a damage estimated at \$60,000.

Nov. 5, 1925: A \$20,000 fire threatened destruction to the Clark Block, Centre and Main Streets. A dozen firemen, including Chief Daley and 2nd Asst. Chief Murphy, were overcome by carbon monoxide gas. Capt. Bell and Fred Erickson were ordered to the Brockton Hospital.

Dec. 1, 1925: A general alarm fire gutted the Eagle Hall on Ward Street, causing damage estimated at \$25,000. Hot air explosions blew out windows and threatened nearby buildings. Every piece of apparatus as well as all firemen in the city were called.

Dec. 28, 1925: A two alarm fire in a six tenement block, on No. Montello Street, drove all the tenants out into sub-zero weather, and gave the firemen a hard fight, handicapped as they were by the cold.

Jan. 29, 1926: Taunton Inn, the largest hotel in that city, was destroyed with a loss of \$500,000. Brockton sent Engine No. 1, the largest pump in this section, and Combination No. 1 to assist the Taunton Dept. The call was received at 6:57 P. M. and the Brockton crew did not return until 2:59 the next morning.

April 13, 1926: Asst. Chief Dickinson, with Ladder No. 3 and Engine Co. No. 2, went to East Bridgewater in answer to an aid call for a fire that destroyed the Moorhouse home with a loss of \$20,000.

April 25, 1926: All records for fire calls within a period of a week were broken, when the department answered a total of 101 calls, including 10 box alarms.

July 6, 1926: A new Seagrave Combination arrived and was placed at Station No. 3, Montello.

Day  
and Night

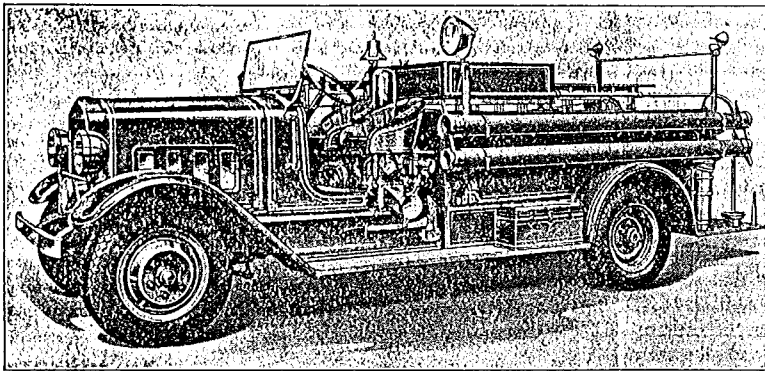
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Aug. 16, 1926: Two alarms were sounded for a \$20,000 blaze in a factory building on Amcs Street, occupied by the National Tire Co. Inc. and the Leighton Shoe Trimming Co.

Sept. 28, 1926: The proposed amendment granting the firemen a \$200 raise was voted down by a vote of 5 to 2 by the Board of Aldermen.

Nov. 29, 1926: The Park Theatre in Taunton, and the Rogers Silver Co. buildings were destroyed and several other buildings were damaged by a fire that did damage estimated at \$1,250,000. Brockton sent Engine Co. No. 1 to assist the Taunton Dept., the detail being in charge of Capt. John L. Parker. Chief Daley also made the trip over.

Dec. 21, 1926: An explosion in the coal bunkers at Silver Lake Pumping Station of the Brockton Water Dept. forced temporary closing of the station which supplies Brockton and six adjoining towns with water. Engine No. 4 while responding to the call from Silver Lake, skidded while going through Whitman and crashed into a pole badly damaging the engine.

Jan. 13, 1927: Edward Dineen of the First Aid Dept. of the New England Tel. & Tel Co. opened a class for instructions in fire aid for members of the Brockton Fire Dept.

Mar. 4, 1927: Engine Co. No. 1, with Chief Daley in charge, went to the aid of the Stoughton Dept. for a fire in the Atwood Market Block and a two and a half story building in the rear of the market. Both buildings were destroyed with a loss of \$150,000.

Mar. 31, 1927: Squad A hit a pole while turning into E. Ashland Street from Main. Several of the crew were hurt, George Doherty seriously.

April 19, 1927: Barbara Cowdry, one of twin daughters was burned to death, when her clothing became ignited from a match. Her father was the late Herman Cowdry, who was killed when Com. No. 2 overturned on May 17, 1923.

April 25, 1927: Chief Daley announced the purchase of a new Seagrave Combination to replace the old Pope Hartford Comb. at the West Side Station.

July 10, 1927: The Central Station was re-wired. This was one of the first buildings to be wired for lights, and the work was done by Thomas Edison. Wooden cleats and asbestos-covered wires were used by Mr. Edison in the wiring.

Dec. 30, 1927: Chief Daley announced that the style of uniforms used in the department would be changed to the same style as used by New York, Boston and other large cities.

Jan. 25, 1928: A new light operated by electricity and attached to the helmet, leaving the hands free, was tried out by the department.

Jan. 26, 1928: The Elks Club at the corner of Main and Pleasant Streets was badly gutted by a fire that caused a damage of \$50,000. Two alarms were sounded.

Feb. 2, 1928: Engine Co. No. 1, under Lt. Charles Bell, and Engine Co. No. 5, under Lt. Forrest Weatherbee, and led by Chief Daley, responded to an aid call from Fall River for a fire that did damage estimated at more than \$25,000,000. The Brockton was credited with stopping the fire at the telephone exchange building and saving the exchange. When a brick wall fell, Clarence Rushton

of Engine No. 5 was knocked down but escaped with slight bruises. R. Leonard of Engine No. 1, who was operating the deck gun from the top of Comb. No. 1, jumped and had time to crawl under the Combination, which saved him from serious injury. The Combination was damaged and had to be left in Fall River.

Feb. 3, 1928: Mayor Monks of Fall River informed Mayor Bent that the Brockton Fire Dept., under the direction of Chief Daley, stopped the fire from spreading and that it was the most conspicuous unit in the whole outfit at the fire in his city.

Feb. 6, 1928: The Aldermen deferred action on the proposed salary increase for the firemen, such increase to bring the scale up to the standard of the other cities and towns in the state.

Feb. 26, 1928: A general alarm fire gutted the Waldo Church on No. Main Street, and gave the firemen a hard fight in the freezing weather.

Mar. 2, 1928: Chief Daley received a check from the Telephone Co. for \$500, in recognition of the work done at the Fall River fire in which the Brockton Dept. stopped the fire from spreading to the Telephone building. The money was for the Relief Ass'n treasury.

April 6, 1928: Engine Co. No. 3 went to Randolph for a woods fire that threatened the town.

April 7, 1928: Chief Daley received some five gallon cans to be used at grass and woods fires. The tanks are carried on the backs on the firemen and do good work in extinguishing that type of fire.

April 20, 1928: Engine No. 2, in command of Capt. F. L. Taylor went to Middleboro in answer to an aid call for a fire that destroyed the plant of the Alger Paper Box Co., causing a damage of \$150,000.

April 24, 1928: Chief Daley's report for 1927 showed a reduction in the fire loss of \$54,685, the lowest loss since 1920.

May 11, 1928: A two alarm fire destroyed the paper stock and jobbing plant of Harry M. Jenness on So. Leyden Street and caused a damage of \$25,000.

May 11, 1928: Chief Daley, while on a fishing trip to Moosehead Lake with a party of well-known business men, was drowned. Only one of the party was saved.

July 12, 1928: Acting Chief Dickinson and Engine Co. No. 5 went to No. Easton for a fire that destroyed the Langwater Farms buildings, owned by Mrs. F. L. Ames. Combination No. 1, from the Central Fire Station was sent later in response to a call for more hose.

Aug. 7, 1928: Deputy Chief F. F. Dickinson was appointed Chief, 2nd Deputy Chief John Murphy to 1st Deputy, and Capt. Frank L. Taylor to 2nd Deputy.

Nov. 18, 1928: The Bowman Block in Bridgewater was damaged to the extent of \$15,000. Brockton sent Engine No. 2 in command of Capt. Charles G. McCarthy to assist the Bridgewater Dept. Chief Dickinson also went to aid Chief Fred Waite in the fight.

Nov. 29, 1928: Aid was sent to Randolph and on arrival found that it was not needed. The call for aid was found to have been put through by some excited person.

Dec. 12, 1928: Chief Dickinson reported that



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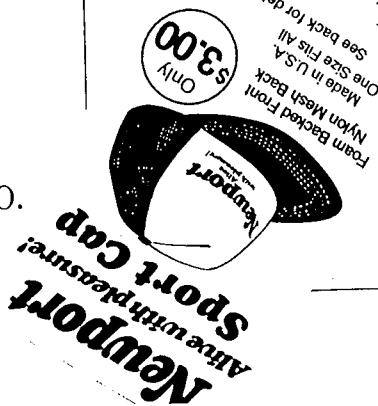
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the Dept. apparatus would soon be equipped with revolving red lights as a warning of the approach of fire apparatus.

Dec. 12, 1928: Changes in uniform were made as follows: Captains and Lieutenants to wear white shirts with black ties, privates to wear blue shirts in place of black ones, with black bow ties, and dungarees to replace khaki pants.

Jan. 14, 1929: Chief Dickinson in command, with Lt. Carroll in charge of Engine Co. No. 4, went to Rockland for a fire that destroyed or damaged five business blocks in the center of that town, causing an estimated damage of \$300,000. Lack of water and zero weather handicapped the firemen in their fight against the spread of flames. The new deck gun on Combination No. 4 was used with good results.

Jan. 17, 1929: Firemen and policemen aided 13 people from a large apartment block on Crescent Street, when fire threatened destruction of the entire block. Deputy Chief Murphy was in charge and ordered an extra engine company sent in and after a hard fight the fire was confined to the interior of the block.

Mar. 7, 1929: The finance committee voted against a raise in salary for the firemen.

April 2, 1929: Mayor Bent signed the pay raise bill, giving the firemen and policemen a raise in pay.

April 2, 1929: A large barn on the Dutchland Farms was destroyed and several firemen were injured when the floor dropped and plunged them 20 feet into the ruins. Two alarms were sounded for the \$35,000 fire.

April 17, 1929: Chief Dickinson recommended a fire prevention bureau, with 2 men added to the Department to work under an officer for this work. He also reported Ladder No. 2 as unfit, it having been in service 38 years.

Aug. 9, 1929: Engine Co. No. 3 went to Avon for a fire that destroyed the grand stand at Highland Park ball grounds. The damage was \$10,000.

Sept. 26, 1929: A general alarm fire did damage estimated at \$10,000 to the F. E. White factory at the rear of 125 No. Main Street.

Oct. 7, 1929: Mrs. F. F. Dickinson, wife of Chief Dickinson, with her two sisters and one brother, who were on their way to Enfield, Me., to attend the funeral of their mother, was in an auto accident when the car in which they were riding left the road on a curve near Pittsfield, Me. The car tipped over and Mrs. Dickinson received a fractured nose and numerous cuts and bruises. The rest of the party escaped with slight bruises and a shaking up.

Oct. 16, 1929: A \$10,000 fire destroyed the old Sanford Winter barn on Pearl Street, with farm and dairy equipment. The barn was owned by H. W. Bowden and was one of Brockton's old landmarks.

Oct. 19, 1929: Fire destroyed the Kieth Box Factory on Meadow Lane with a loss estimated at \$20,000.

Jan. 26, 1930: A general alarm fire completely gutted the Franklin School and caused a \$50,000 damage.

Feb. 6, 1930: Engine Co. No. 4 went to Whit-

man for a fire that burned the Jenkins Block with a loss of \$100,000.

Feb. 11, 1930: A general alarm fire took the lives of three inmates of the City Home, and several more were injured. The building was badly gutted on the upper floors. 27 bed-ridden men and women remained in bed in the adjoining brick building during the fire. Many became panic-stricken when smoke sifted into their quarters.

Feb. 26, 1930: Fire ruined the upper story and badly damaged the rest of the Ryder Block on Main Street, causing a general alarm to be sounded and did damage to the amount of \$30,000.

April 6, 1930: A general alarm fire swept the wooden section of the Brockton Ice & Coal Co. plant on Lawrence Street, endangering 100 families within a quarter of a mile. The large artificial ice plant, only a few feet away from the fire was saved, as well as 50 horses. Several firemen were hurt.

April 12, 1930: The Fire Committee voted to buy a new car for Chief Dickinson.

April 27, 1930: Stoughton and Bridgewater sent apparatus to Brockton to help fight brush fires.

April 30, 1930: A new record was established when the Department answered 66 calls in 72 hours and the apparatus traveled 285 miles to fight fires.

May 3, 1930: Combination No. 4 and crew went to the Easton-Norton line for a big brush fire. Engine Co. No. 1 went to Stoughton to cover-in, and was later ordered to the Old Ladies Home in Norton as it was endangered by a brush fire. Combination No. 5 was sent to Stoughton to replace No. 1.

May 10, 1930: The plant of the National Tire Co. on Ames Street was destroyed by a two alarm fire, causing damage of \$25,000.

June 5, 1930: Chief Dickinson named Capt. Charles Bell to have charge of the new Fire Prevention Bureau, with Frank M. Kennedy as assistant.

July 5, 1930: Answering a call from box 122, Comb. No. 4 from the East Side Station crashed with a police patrol answering the same call at the corner of Crescent and Montello Streets. The police patrol was overturned and several of the officers as well as reporters who were riding with them, were hurt, Cornelius Lyons, reporter, and Carl Lind, driver of the police car, dangerously so. The crew of the fire apparatus were cut and bruised. Both machines were badly damaged.

Oct. 30, 1930: A complete revision of the fire alarm system was begun, the new plan allowing for any number of new boxes to be added, and with special numbers to indicate schools, hospitals and private boxes. Numbers of four digits were used to replace those of three digits then in use.

Nov. 6, 1930: A new aerial ladder truck at Station 2 made its first run less than an hour after it was installed.

Nov. 13, 1930: At a meeting held at Central Station plans were made to raise a fund for the relief of the needy during the winter. It was planned to have all officers and men of the Department give a certain percentage of their wages to the most worthy causes. F. W. Braley was elected secretary and treasurer, with a committee from each station, —Station 1, C. O. Rushton and Fred Larson; Sta-

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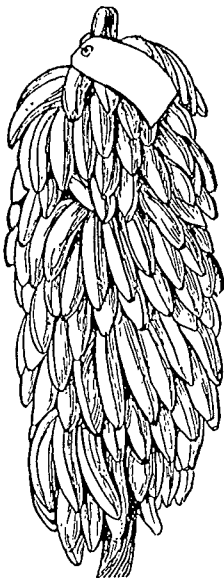
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tion 2, Fred Doherty and Frank Nash, Station 3, Ralph Williams; Station 4, T. F. Jones; Station 5, August Dahl; and Station 6, James McAuliffe.

Dec. 14, 1930: Two alarms were sounded for a fire that swept through the Elks Home, Main and Pleasant Streets, doing damage estimated at \$25,000.

Feb. 12, 1931: The first alarm under the new system was received from box 4533, and was sent out by fire alarm operator Edward Mason.

Mar. 26, 1931: Chief Dickinson, in his annual report, recommended that a new aerial ladder be purchased to replace Ladder 1, which was reported unsafe for further use. He also recommended that all the Combinations be equipped with booster pump, as Squad A was equipped, in place of chemical tanks.

Mar. 31, 1931: The Fire Committee voted to purchase a new Ahrens Fox aerial ladder to replace Ladder No. 1.

Aug. 9, 1931: Engine Co. No. 3 went to Avon for a fire that destroyed the large barn with its contents, belonging to Anthony DeMolles on South Street. Damage was estimated at \$10,000.

Aug. 19, 1931: Two persons were killed and 8 injured when a large bus of the Eastern Mass. R. R. Co., running from Ashmont to Fall River, overturned on Belmont Street. Chief Dickinson responded with apparatus and directed the work of removing the injured from the wreck.

Oct. 6, 1931: Chief Dickinson was presented with a gold badge emblematic of his office, and a gold membership pin of the Mass. Fire Chiefs Club. For Mrs. Dickinson, Chief Dickinson was given a membership pin, set in diamonds, of the Mass. Fire Chiefs Aux. The presentation was made by Alderman Louis A. Chapman in behalf of the Fire Dept.

Dec. 30, 1931: In the last week of the year, there were 12 bell alarms, nearly 50 silent alarms and 17 brush fires, which sets a record for the month of December in the history of the Dept.

Jan. 14, 1932: A large barn on Winter Street was totally destroyed by fire believed to be of incendiary origin. This made the seventh barn believed to have been set on fire in the past two months.

Feb. 7, 1932: Philip Roach and August Dahl, members of Ladder Co. No. 3, assisted Mr. and Mrs. Jacobs down a ladder from the third floor of a tenement block on Bunker Avenue, when fire threatened destruction of the block. Three firemen, Lt. Toomey, P. C. McCarthy, and Cornelius Burke, were injured as the icy condition of the ground made ladder work hazardous.

Feb. 20, 1932: Two men and a woman were burned to death and another woman was seriously injured when an auto in which they were riding, crashed into a pole on N. Carey Street and burst into flames. The Department responded to the call under the direction of Deputy Taylor, with Capt. Totman in charge of Comb. No. 4. Axes had to be used to remove the body of a woman pinned in the wreckage.

Mar. 8, 1932: A general alarm fire gutted the Majestic Theatre Building on E. Elm Street, causing damage estimated at \$60,000. Six firemen were injured when the roof fell in as they were warned

by Chief Dickinson, two of them being sent to the hospital. Aid was called from W. Bridgewater, Stoughton and Bridgewater. The extremely cold weather hampered the firemen in their fight against the flames.

Mar. 20, 1932: Fire in the cellar of the block at 340 No. Main Street drove six people out of their rooms through the dense smoke. Two alarms were sounded.

April 19, 1932: Owing to a large number of brush fires in the city and outskirts, aid was called from Whitman Stoughton and Holbrook.

April 20, 1932: The members of the Department contributed 5% of their salaries toward a tax reduction.

April 21, 1932: The members of the Finance Committee voted a request that all city employees donate 10% of their salaries instead of 5%, starting May 1st.

April 23, 1932: Brockton apparatus was sent to E. Bridgewater to help fight a fire that swept over 1500 acres of brush and woodland, threatening several dwellings.

April 27, 1932: The firemen went payless as the city treasurer was unable to get a loan.

May 9, 1932: J. J. MacDonald, Asst. Supt. of the fire alarm system collapsed in an auto in Cambridge and was dead upon arrival at the Boston City Hospital. Mr. McDonald had been connected with the Fire Dept. for the past 12 years.

May 17, 1932: The members of the Dept. agreed to donate 10% of their salaries to be used toward a tax reduction, and it was accepted by the Board of Aldermen, with only Alderman Johnson voting against the plan.

May 17, 1932: The firemen received pay for the first time in 4 weeks.

June 5, 1932: Chief Dickinson and Engine Co. No. 2 went to West Bridgewater in answer to an aid call for a fire that badly damaged the old Dunbar house at Richards Corner.

June 17, 1932: Chief Dickinson celebrated his 41st anniversary of his appointment to the Dept.

July 7, 1932: In a little more than a year since a paint shop and repair shop were added by Chief Dickinson, the Department's 17 pieces of fire apparatus had been completely repaired and painted with no cost to the city except for stock.

Oct. 6, 1932: An order was presented before the Council by Councilmen W. Bagnell and Burgess to cut the pay of the firemen 15%.

Oct. 7, 1932: A committee of firemen visited Mayor Baker and offered to continue the 10% donation of their salaries. The Mayor took the plan under consideration.

Nov. 30, 1932: A general alarm fire ruined the inside of St. Paul's Church on Pleasant Street and caused damage of more than \$50,000. Aid was summoned from Whitman, Bridgewater and West Bridgewater to cover in at the various stations, and the Stoughton Dept. worked at the fire, which was considered one of the hottest, smokiest and most desperate in the history of the city. Rector Matthews risked his life to save the Vestments and to make sure that the sacred altar vessels were safe.

Dec. 5, 1932: Mayor Baker reported that he

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was ready to sign the 15% pay cut bill that was passed by the City Council, as soon as some preparatory work was completed. Aldermen Johnson, Howland, Perrault and Doten voted in favor of the cut, and Aldermen Chapman, Lucy and McCaffery voted against it.

Dec. 10, 1932: Chief Dickinson, with Eng. Co. No. 1, under Capt. Stack returned the recent favor of Stoughton by answering an aid call for a \$60,000 fire in the large plant of the Norfolk Lumber Co. The bitter cold handicapped the firemen in their fight.

Dec. 14, 1932: Engine Co. No. 3, under command of Deputy Murphy, went to Avon on an aid call for a fire that gutted the large 3-tenement house owned by Mr. Hayes of N. Y.

Engine Co. No. 4 went to Whitman for a \$20,000 fire in the large plant of the Regal Shoe Co.

Feb. 2, 1933: A two alarm fire threatened the Hotel Shepley, a large wooden building on W. Elm Street, surrounded by wooden buildings. Several tenants had to be helped from the building through heavy smoke.

Feb. 11, 1933: What police and fire officials believed to have been the most daring and deliberate attempts at incendiaryism recorded in local or state fire annals for many years, failed when fumes from 350 gallons of high explosive liquid flashed rather than exploded at the factory of the Brockton Last Co. on Court Street. State Fire Inspector Murtagh investigated.

Feb. 17, 1933: Avon was visited by the worst fire in years. Brockton sent Eng. Co. No. 3 to aid, followed later by Eng. No. 4 and Ladder Co. No. 3. Chief Dickinson responded.

Mar. 29, 1933: Supreme Court Judge upheld the lower court when he dismissed the petition of the firemen and police, protesting the 15% wage cut.

April 12, 1933: A fire which followed an explosion threatened the Masonic Block on Centre Street caused two alarms to be sounded.

April 13, 1933: A double alarm fire of undetermined origin broke out in the rear portion of the Blanchard Block on No. Main Street, driving a score of tenants out of the building and several customers out of the Farr Mill and store.

Brockton sent Eng. Co. No. 2 to Bridgewater for a \$100,000 fire that ruined the Central Square Block.

June 4, 1933: A general alarm fire leveled the large Agricultural Building at the Fair Grounds, causing damage estimated at \$75,000. The building was formerly owned by Thomas Lawson of Egypt, Mass., and was moved in sections and re-erected at the Fair Grounds. Several cattle barns nearby were ignited by flying embers but they were extinguished before any great damage was done.

July 4, 1933: The Dept. answered 51 calls for fire over the holiday.

Oct. 15, 1933: Fire starting in the basement of the Bigelow Block in Rockland caused damage of \$60,000, and threatened the entire business center of the town. Brockton sent Eng. Co. No. 4 to fight the blaze, which required 6 hours to bring it under

control. First Deputy Chief Murphy was in charge of the Brockton crew.

Oct. 31, 1933: The Dept. answered 55 fire calls, which set an all-time record for Hallowe'en.

Nov. 7, 1933: About fifty chiefs, deputies and other officers of fire departments in many districts were present at the opening of the drill school at the Central Fire Station. The school was in charge of First Deputy Chief Murphy who has been appointed instructor for this district. This was the first of ten schools planned for the state.

Dec. 30, 1933: A two alarm fire caused great damage to the Dependable Motors Building on Centre Street and damaging 40 automobiles. Two firemen were injured. The men were on duty 11 hours before the "all-out" was sounded.

Jan. 3, 1934: Fire starting in the basement of the Rockland Savings Bank Block did \$45,000 damage and threatened the entire business section. Eng. Co. No. 4 was ordered to Rockland by Chief Dickinson, who followed in his car. He was placed in charge of the fire on his arrival.

Jan. 18, 1934: The Woodward apartments, a large three-story building at 1006 Main Street was swept by fire which drove 35 roomers out and caused two alarms to be sounded. One sick man and two babies were carried to safety. A 74 year old man was dazed by a fall on the stairs and had to be assisted out.

Jan. 29, 1934: Chief Dickinson, with Eng. Co. No. 5 in command of Lt. Long, made a speedy trip to Fall River in response to an aid call. The trip was made in less than an hour and the men suffered from the intense cold. The fire destroyed the Merchants Co. Mill and caused damage estimated at \$150,000. One person was killed and several injured.

Feb. 24, 1934: Engine No. 1, in responding to a call, skidded on the ice on No. Main Street and struck a street railway bus, injuring 3 passengers and badly wrecking Engine No. 1. Driver Rushton was absolved from any blame in connection with the accident.

March 10, 1934: A two alarm fire destroyed the large store house of the Union Furniture Co. on Palm Place, and threatened the Goddard Hospital. A cottage house situated within a few feet of the store house was saved from the flames.

April 5, 1934: Chief Dickinson's report for the past year showed a decrease of \$91,302 in fire loss.

April 30, 1934: Chemicals exploding on the seventh floor of the Anglim Building on Centre Street endangered the lives of 15 persons employed by the Osmic Chemical Co., as well as others employed in the building.

May 2, 1934: Deputy Chief Taylor and his driver, George F. Brady, while responding to an alarm on Centre Street, clipped a sign post and overturned, throwing the occupants around without causing serious injury to the men or the car.

May 19, 1934: A two alarm fire badly damaged the building at 9 Stillman Avenue. A two-story house and a one-story bakery were ignited but were extinguished without damage. Fireman Edward F. Keating of Squad A sustained a stomach rupture while pulling hose on the roof of the bakery. He was removed to the Hospital where an operation



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was necessary. He later died from the injury.

May 23, 1934: Engine No. 3 hit a bad hole in the road on Oak Street, while responding to a woods fire, left the road, grazed a tree and was ditched against a stone wall, three feet below the road bed. The truck was badly damaged and several trees had to be chopped down before the truck could be hauled into the street. Master mechanic Duprey was in charge of the salvage work.

July 19, 1934: A two alarm fire destroyed the 4-H Club building at the Fair Grounds at a loss of \$12,000.

Aug. 17, 1934: A fire threatened the Opera House Block on Main Street.

Aug. 16, 17, 18: State Convention of American Legion held in Brockton; during these three nights there was no sleep for members of this Department; we made more runs during this time than at any other time in the history of the Department.

Oct 14, 1934: A general alarm fire caused 50 residents of the Radby Apartments on W. Elm Street to flee for their lives through dense smoke that filled the corridors. The fire started in the basement of the Hall Stone Electrical Co., and spread through the building. The damage was estimated at \$50,000.

Oct. 31, 1934: Firemen answered 53 alarms during Halloween.

Dec. 18, 1934: A two alarm fire in the 12 apartment wooden block at Arthur and Intervalle Streets badly damaged the drug store on the street floor and filled the apartments above with smoke, causing one family to be assisted from the third floor down a smokefilled hallway.

Mar. 24, 1935: A two alarm fire drove 19 persons out of their homes at 4 Winter Street. The fire raging in the partitions, cut off the escape of the families on the second and third floors, causing ten people to come down ladders and one jumped from the second story piazza, while others fought their way through dense smoke to the street.

Mar. 27, 1935: Brockton again answered an aid call from Rockland for a fire in the three-story Torry Block, in the heart of the town. Engine Co. No. 4 in charge of Capt. T. W. Totman responded, with Chief Dickinson following in his car. Robert Duprey, chief mechanic of the Dept., and Dr. Pierce Leavitt, who has missed few large fires, also went. The damage was estimated at \$60,000.

May 24, 1935: Fire starting in a pool-room in the Lyman Block at the corner of Main and Legion Parkway, damaged by smoke and water practically every store, office and work shop in the structure.

July 4, 1935: The Department answered 105 fire calls in 36 hours. One fireman was injured.



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# BROCKTON FIRE DEPT., PERMANENT FORCE 1935

Name	Rank	Date Appointed
Frank F. Dickinson,	Chief and Sup't. of Fire Alarm	June 17, 1891
John Murphy,	1st Deputy Chief	May 12, 1902
Frank L. Taylor,	2nd Deputy Chief	Aug. 13, 1898
Patrick F. Stack,	Captain Eng. Co. No. 1	Nov. 28, 1910
Daniel Long,	Captain Ladder No. 1	March 31, 1902
Charles G. McCarthy,	Captain Eng. Co. No. 2	July 23, 1906
Joseph D. McCarthy,	Captain Ladder No. 2	Dec. 15, 1919
Frederick M. Vinton,	Captain Eng. Co. No. 3	May 10, 1909
Thaddeus W. Totman,	Captain Eng. Co. No. 4	Dec. 20, 1915
Lawrence F. Lynch,	Captain Ladder No. 3	Jan. 26, 1920
Herbert B. Gullefer,	Captain Eng. Co. No. 5	May 10, 1909
Charles F. Bell,	Chief Inspector, Fire Prevention Bureau	March 16, 1908
Thomas W. Barron,	Lieutenant Eng. Co. No. 1	Jan. 26, 1920
William H. Bussey,	Lieutenant Squad A	May 13, 1912
Frederick M. Papineau,	Lieutenant Ladder No. 1	July 24, 1916
Arthur M. White,	Lieutenant Squad A	Jan. 26, 1920
James F. Toomey,	Lieutenant Eng. Co. No. 2	March 16, 1908
George W. Seavey,	Lieutenant Ladder No. 2	June 20, 1910
James M. Ryan,	Lieutenant Eng. Co. No. 3	Aug. 27, 1917
John F. Carroll,	Lieutenant Eng. Co. No. 4	May 10, 1909
John P. Buckley,	Lieutenant Ladder No. 3	Aug. 27, 1917
Patrick Long,	Lieutenant Eng. Co. No. 5	May 10, 1909
Frank M. Kennedy,	Ass't Inspector Fire Prevention Bureau	July 6, 1926

## FIREMEN

George N. Hall	May 10, 1893	Raymond B. McInnis	Jan. 26, 1920
Chester W. Bell	June 29, 1908	James C. Thomas	Jan. 26, 1920
Frank S. Currier	May 10, 1909	Clarence A. Hamilton	Jan. 26, 1920
William J. Yancy	May 10, 1909	Daniel C. O'Brien	Jan. 26, 1920
John J. McAuliffe	Dec. 7, 1909	William F. McKenney	Jan. 26, 1920
Harry E. Richardson	Nov. 28, 1910	William H. Sweeney	Jan. 26, 1920
Charles T. Dewhurst	Nov. 28, 1910	Robert F. Murray	Jan. 26, 1920
P. Clark McCarthy	Dec. 26, 1911	George F. Doherty	Jan. 26, 1920
Leonard R. Duncanson	Dec. 26, 1911	Edward L. Murphy	Jan. 26, 1920
Thomas F. Jones	Dec. 26, 1911	Harold D. Shurtleff	Jan. 26, 1920
Michael J. Healey	May 13, 1912	John J. Coughlin	Jan. 26, 1920
William J. Haverty	May 13, 1912	Timothy T. Quill	Jan. 26, 1920
Frederick A. Martz	June 22, 1914	Daniel F. Reardon	Jan. 26, 1920
Herbert D. Ward	Aug. 24, 1914	Bartholomew Herlihy	Jan. 26, 1920
Edward A. Wilbur	Sept. 28, 1914	Jeremiah J. Burke	Jan. 26, 1920
G. Walter Lawrence	May 18, 1915	Fred J. Cournoyer	Jan. 26, 1920
James McAuliffe	May 24, 1915	Michael F. Herlihy	Jan. 26, 1920
Leonard C. Newton	May 24, 1915	Joseph P. Murphy	Jan. 26, 1920
William H. Berry	June 7, 1915	Sewall L. Pattangall	Jan. 26, 1920
Thomas B. Monaghan	Dec. 20, 1915	Matthew E. McGeary	Jan. 26, 1920
Harry J. Belmore	March 13, 1916	William C. Harrington	Jan. 26, 1920
George A. Collins	Dec. 17, 1917	William J. McGowan	Jan. 26, 1920
Bernard G. Noonan	Dec. 17, 1917	Cornelius J. Burke	Sept. 13, 1920
F. Walter Braley	Feb. 25, 1918	John H. Cashman	Dec. 7, 1920
Raymond A. Mitchell	Aug. 12, 1918	George F. Brady	Dec. 27, 1920
Denis P. Murphy	Nov. 18, 1918	John J. Booth	March 7, 1921
Byron F. Vinton	Jan. 13, 1919	Fred E. Erickson	Dec. 19, 1921
Frank F. Nash	Jan. 13, 1919	Ralph V. Williams	Jan. 23, 1922
Walter F. McClaren	Jan. 27, 1919	John H. Minnehan	March 22, 1922
William E. Stack	June 30, 1919	August J. Dahl	May 22, 1922
Arthur J. Bagge	Jan. 26, 1920	William J. Brennan	June 11, 1923
John J. Dowd	Jan. 26, 1920	Frank E. Cameron	June 11, 1923
Ernest C. McRae	Jan. 26, 1920	Clarence O. Rushton	June 11, 1923
Axel C. Larson	Jan. 26, 1920	John J. Kelleher	Aug. 13, 1923

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# BROCKTON FIRE DEPT., PERMANENT FORCE 1935

## FIREMEN

John T. Moran	Nov. 12, 1923	Russell B. Hurd	April 10, 1928
Leo F. O'Brien	Dec. 27, 1923	George R. Pauley	March 16, 1929
Charles W. J. Carter	Dec. 27, 1923	Courtney E. Simpson	March 26, 1929
Fred A. Peck	Dec. 27, 1923	Henry E. Sullivan	May 5, 1930
Jesse R. Cole	Dec. 27, 1923	Arthur T. Williams	May 5, 1930
Charles L. Sullivan	Feb. 25, 1924	Arthtur E. Hammerquist	May 26, 1930
William J. Hallisey	Feb. 19, 1926	Melvin J. McRae	May 26, 1930
Martin E. Lipper	July 19, 1926	William E. Kelleher	May 25, 1931
John Dineen	Sept. 13, 1926	Philip A. Roach	Nov. 23, 1931
Frederick F. Kelley	Nov. 8, 1926	James A. McGeary	Dec. 14, 1931
George J. Robillard	March 21, 1927	Elton K. Hoxie	March 12, 1932
John H. Hamilton	July 5, 1927	George E. Maloney	June 18, 1934
Charles J. Williams	Aug. 2, 1927	Oswald W. Kuplast	June 18, 1934
William E. Hogan	Oct. 17, 1927	Milton A. Anderson	June 18, 1934
John M. McNeill	Oct. 31, 1927	Roy A. McKeraghan	June 18, 1934
Norman W. Hurd	Nov. 28, 1927	Albert E. Grady	June 16, 1934

Raymond J. White, Assistant Superintendent of Fire Alarm	Dec. 21, 1932
Robert E. Duprey, Mechanic and Machinist	Jan. 4, 1930
Charles M. Riley, Mechanic	Dec. 17, 1923
M. Edward Mason, Fire Alarm Operator	Feb. 3, 1920
Orrin W. Doten, Fire Alarm Operator	Feb. 2, 1920
Elbridge L. Gowell, Fire Alarm Operator	Feb. 16, 1920
Percy J. Dee, Fire Alarm Operator	July 19, 1926
William H. Underhill, Telephone Operator	Dec. 27, 1928
William F. Harris, Telephone Operator	March 23, 1929
J. Harold Lamontagne, Secretary to the Chief	Aug. 4, 1927
Philip R. Dondero, Fire Alarm Lineman	July 16, 1927
Eugene F. Connolly, Fire Alarm Lineman	April 9, 1934

### Pensioned Members

Horace C. Emerson  
Willard F. Marble  
John W. Totman  
William F. Hildreth  
Michael J. Creedon  
Francis J. McNally  
William C. Putnam  
John L. Parker  
Richard P. Leonard  
Herbert J. Hackett  
Arthur H. Jenkins  
John A. Sarson  
Wilford C. Goodell  
George C. Hanscom  
Gorham G. Pettigrove

### Appointed

March 26, 1888  
April 9, 1896  
May 26, 1895  
Sept. 28, 1895  
April 8, 1893  
Jan. 2, 1904  
Oct. 13, 1902  
June 15, 1895  
Jan. 26, 1920  
Nov. 11, 1893  
June 19, 1891  
Nov. 30, 1910  
June 21, 1892  
April 19, 1892  
Nov. 6, 1893

### Pensioned

Oct. 31, 1918  
May 24, 1919  
May 13, 1922  
May 15, 1924  
July 10, 1926  
Aug. 21, 1926  
Oct. 24, 1927  
April 13, 1928  
Sept. 28, 1929  
Nov. 2, 1931  
Dec. 5, 1931  
Feb. 6, 1932  
Nov. 12, 1932  
Nov. 30, 1932  
Nov. 30, 1932

## BROCKTON FIREMEN'S RELIEF ASSOCIATION

President—Thaddeus W. Totman  
Vice-Pres.—C. O. Rushton  
Treasurer—H. J. Belmore  
Secretary—F. W. Braley

J. T. Moran  
O. W. Kuplast  
Arthur T. Williams

### Directors

E. K. Hoxie  
W. E. Kelleher  
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