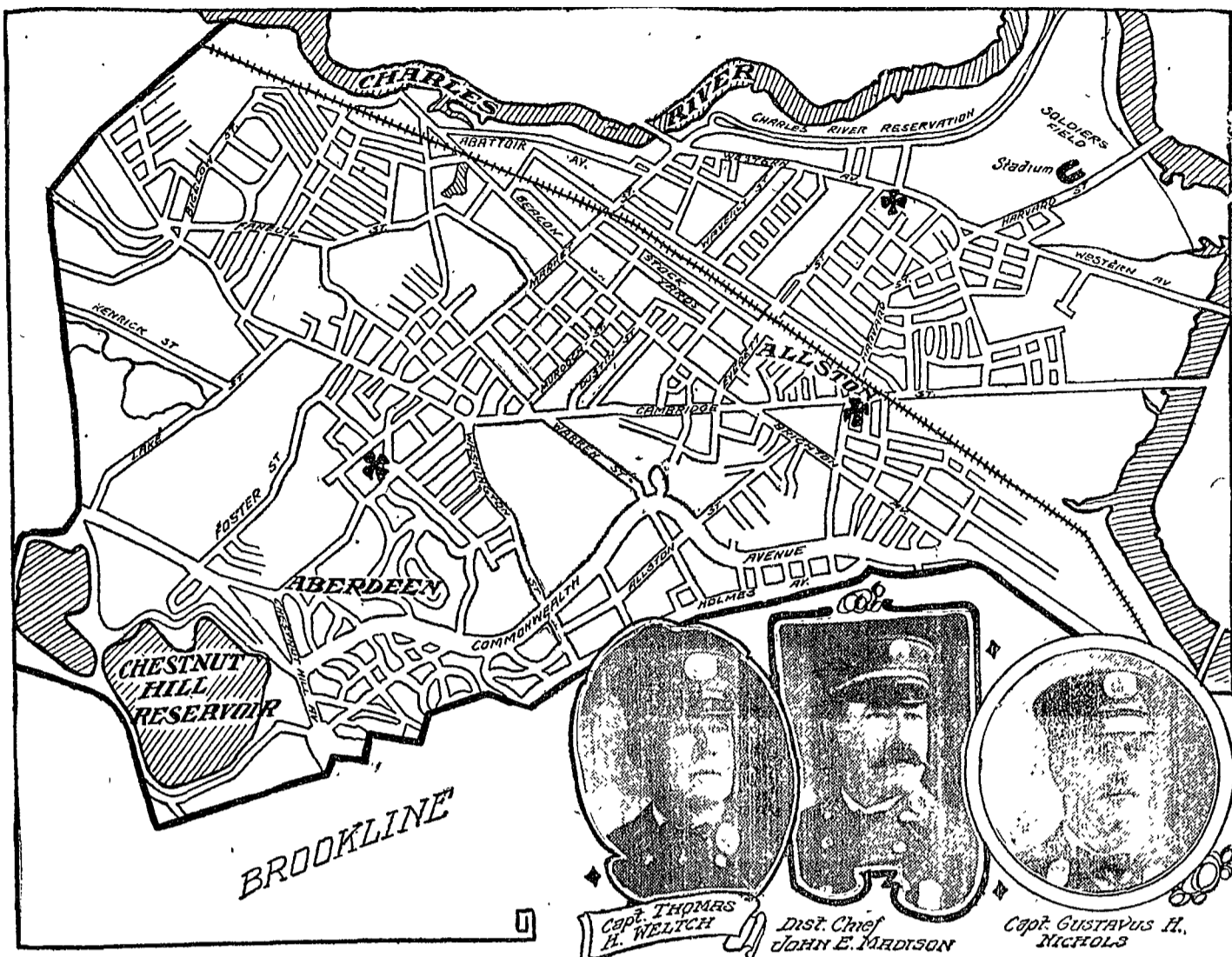


# THE ELEVENTH FIRE DISTRICT

Extends From the Newton Line on the West of Brighton to the Cottage Farm Bridge on the East, the Charles River Being Its Northern Boundary—Brighton Guarded by Three Engines, One Chemical and Ladder Eleven—Personnel of the Fire-Fighting Force, and the Long, Hard Service of Some of the Men.



THE 11th Fire District comprises all that part of Boston known as Brighton, extending from the Newton line on the west to the Cottage Farm Bridge on the east. The Charles River forms its northern boundary and separates it from Watertown and Cambridge. On the south and east its boundary lines are those of Brookline. This territory covers Ward 25 and includes Faneuil, Aberdeen and Allston. It is completely isolated from Boston except for the narrow strip of land between Commonwealth av and the Charles River. The great reservoir at Chestnut Hill marks its extreme southern point, and the Charles River Reservation just beyond the Stadium in Soldiers Field marks its extreme northern point.

Brighton is guarded by five pieces of fire apparatus quartered in three stations, viz: Engine 41 and Chemical 6; Engine 29 and Ladder 11, and Engine 34. These stations are admirably placed to guard this extensive territory.

The abattoir and stock yard fires are peculiar to this district, and have more than once called apparatus from the central part of the city and so distant and isolated is this district from the city proper that for some of the city apparatus the most direct route lies through Cambridge, leaving the city by the West Boston bridge, continuing in almost a straight line to Central sq, Cambridge, and thence to Brighton by the Western-av bridge.

In addition to the great area covered by the abattoir, cattle and stockyards buildings, the fire hazard of this district lies in the immense freight yards and railroad repair shops, the roundhouse of which is said to be the largest in the world. There are also several lumber yards and coal pockets and a vast residential territory in which three-apartment wooden houses predominate. There are also many large seminaries and schools. The fire hazard is high, and Fire Commissioner Daly is now at work on the plans for a much-needed fire station in Oak sq.

When constructed, this house will contain a double company. It will bring the protection of this district up to the standard, which its rapid expansion has long demanded.

The 11th District is under the command of District Chief John E. Madison. He entered the fire force Jan 18, 1889, and after service with Chemical 2 was promoted lieutenant to that busy company, Jan 25, 1895. He afterward served with Engines 24, 28 and 33, and was promoted captain of Engines 26 and 35, March 29, 1901.

It was while he had command of this busy double company at the headquarters house on Mason st that he made his reputation as a leading fire fighter, and he was soon made acting chief of the 5th Fire District. Sept 5, 1910, he was promoted district chief and assigned to the 11th District, where he has since remained.

During his 22 years of hard fire service Dist Chief Madison has worked at most of Boston's biggest fires, and has several times been severely hurt. At one theatre fire his leg was broken, and he again received severe injuries at the great fire of Thanksgiving Day, 1889. He was again badly hurt at the burning of the Masonic Temple Building, Sept 4, 1895. His worst injuries were received Feb 9, 1910, at the burning of the Thomas Surgical Supply Warehouse on Boylston st, where he was overcome by smoke and the fumes of acid while leading his company into the heart of the building. The corrosive fumes of the acid badly affected his lungs, and it was a long time before he recovered from its effects.

Dist Chief Madison makes his headquarters at the house occupied by Engine 41 and Chemical Engine 6 on Harvard av, Allston. His driver and telegrapher is James W. McKinney.

Capt Gustavus H. Nichols commands Engine 41. He entered the department Oct 17, 1882, and after service with Ladders 8, 13, and Engine 17 was promoted lieutenant of Engine 17 in 1897, and captain of Engine 41, April 9, 1909. He was a driver and tillerman and served with the first aerial truck that Boston tried. This primitive contrivance was by no means a howling success, and the firemen assigned to it breathed much more freely when it was superseded by improved types of aerial ladders.

One of the most thrilling experiences Capt Nichols recalls occurred at the burning of one of Boston's largest gun stores when Deputy Grady, the late Chief Egan and ladderman Hutchinson brought the powder out barely in time to avert an explosion. Engine 41 responds to all alarms in Brighton and comes into town on third or greater alarms.

Lieut Joseph W. Shea of Engine 41 joined the department Feb 6, 1903, and after service with Engines 22, 29, 33 and Ladder 11 was made lieutenant of Engine 41 Sept 18, 1910. The engineers of 41 are John B. McKay and Joseph

M. Ferreira. The drivers are Bernard F. McNamara and Edward McNamara Jr. The hosemen are Joseph W. Brown, Frederick R. Brophy, Francis H. Campbell and B. Turley. The senior hoseman is George C. Swift, a fireman since July 30, 1880.

Assistant Engineer Joseph M. Ferreira is well known for the courage he displayed when, with Lieut "Jack" Kelley, he stayed on Engine 4 when the team bolted and dashed down one of the steepest inclines on Beacon Hill. Both men displayed admirable presence of mind, driver Kelly handling the ribbons with great skill and Ferreira sounding the engine whistle to warn people in the streets below. By their clever work they brought the engine to a standstill without receiving a scratch.

Chemical Engine 6, quartered with Engine 41, is one of the home guards, and responds to alarms only in Brighton. This company is under command of Lieut Philip G. Flynn, who has been a fireman since Jan 26, 1886. After service with Engine 26 and Chemical 2, he was promoted lieutenant Aug 26, 1898. He has been in command of Chemical 6 since July 29, 1898. The hoseman is John J. McLane, and the driver, George A. Newhall, a member of the force since May 1, 1874, a service record equaled by few men in the Boston department.

Engine 34, stationed on Western av, is under the command of Capt Thomas H. Welch, whose service record is also one of the longest in the Boston Department. He entered the department Aug 1, 1873, as call man to Hose 8, and was made permanent June 1, 1874. He afterward served with the busy companies of Chemical Engines 1, 2, 3 and Engine 26, and was promoted lieutenant January, 1896, and captain of Engine 34 June 23, 1904.

Capt Welch was one of the original committee and one of the hardest workers of the volunteers whose work finally resulted in getting for the firemen the splendid monument and the lot in Forest Hills Cemetery.

Lieut Charles A. Fernald of Engine 34 entered the department Feb 1, 1836, and after service with Engines 26, 25 and 41 and Ladders 4 and 11 was promoted lieutenant Sept 16, 1910. He is the son of the late District Chief George C. Fernald and for many years was known as one of Boston's most expert reins-

men. While driving the fine teams of Engine 26 he became known to everyone in the business districts of Boston. The engineers of 34 are Philip Carrigan and Frank J. Lynch. The hosemen and drivers are Thomas F. Muldoon, John J. Riley, J. L. Geary, Frank B. Cook, James McHugh and William J. Dolan.

Engineer Philip Carrigan has been a member of the force since May 18, 1891, and has had some remarkable experiences. At the burning of the Hecht building, Jan 10, 1893, he was buried beneath the wall that killed reporter "Joe" Barker of the Transcript. Chief of Department John A. Mullen was left clinging to the top of the only part of the wall that remained standing, though even that was tottering and likely at any moment to fall. Chief Mullen was rescued by a ladder company and at once turned to the work of rescuing the rest of his company. Engineer Carrigan could not have been found if Chief Mullen had not remembered just where he had been standing when the walls fell.

Chief Mullen crawled in among the tottering ruins, and after much searching found and brought out the missing man. Engineer Carrigan was badly crushed and bears across his face some of the scars of the injuries which kept him confined to the hospital and at home for more than six months. Engine 31 does duty in Brighton, Cambridge and Watertown and on third or greater alarms comes into the city proper.

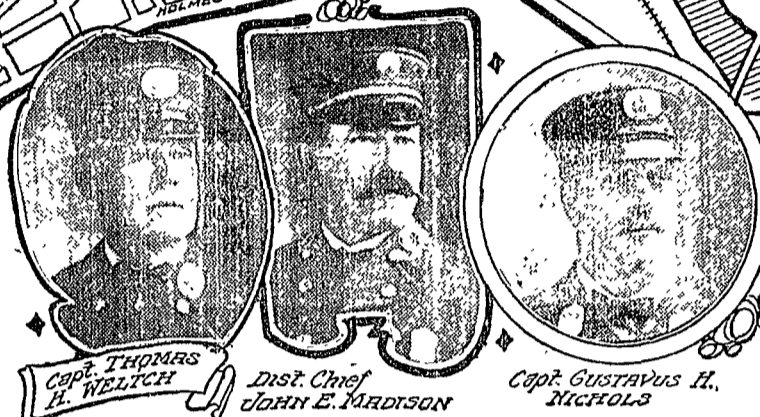
Engine 29 and Ladder 11 occupy the same house on Chestnut Hill av. Capt John S. Cleverly commands Engine 29. He is another long-service man. He was born in Quincy July 30, 1851, and worked at cabinetmaking till he became a fireman. He became a call substitute to Engine 2 in August, 1879, and was appointed call man to Hose Company 12, May 8, 1880. He was made a permanent member of the fire force and assigned to Ladder 3, Feb 25, 1886. He afterward served with Chemical 8 and Engine 15, was promoted lieutenant Feb 10, 1893, and assigned to Ladder 15, and has had command of a company since Nov 12, 1897. He has several times been hurt, his most serious injuries being those received by a fall from a ladder at a fire on Albany st, Sept 26, 1886. He is the acting chief of this district, and assumes command in the absence of District Chief Madison.

Lieut Thomas J. Kiley of Engine 29

has been a fireman since May 18, 1891. He has served with Ladders 11, 12, 17 and Engine 41. He was promoted lieutenant of his present company Jan 4, 1907. He was struck and badly hurt by a falling cable while assisting in the rescue of Chief Egan when the latter tried to escape from the burning building across an overhead wire at the great Lincoln-st fire. Lieut Kiley was again severely hurt and burnt in the hot air explosion a few years ago at the big hotel fire on Washington st. The engineers of 29 are Joseph H. Clemens and J. J. Ryan. The hosemen and drivers are Frederick J. Cross, John L. Crimlisk, M. C. Peorell, Austin G. Durham, John Bowen and Edward F. Carroll. This company has had but three other captains since it was organized, in 1874. One of them, Charles H. Champney, was a brother of the artist of that name. Engine 29 leaves Brighton only on special calls, but has worked at fires in Newton, Watertown and Cambridge.

Ladder 11, stationed with Engine 29, is a heavy truck carrying 379 feet of ladders and two chemical tanks. It is the only truck in Brighton and is a home guard. It is commanded by Lieut Patrick J. Laffey, who has been a fireman since April 17, 1896. He has been a lieutenant since Sept 29, 1905. All his service has been on ladder trucks, and much of it with the hustling ladder company, 17, on Harrison av. He is justly regarded as an expert in that line of work. The senior man is Joseph F. McManus. The laddermen and drivers are William J. Kane, Edward F. Featherston, William P. Dungan, George H. Acres, John H. Sullivan, Joseph L. Bannon and John J. Driscoll.

Though little has been said of the fire hazard of Brighton, Fire Commissioner Daly has been quietly working to strengthen its protection by extending the pipe lines for hydrant service in the most hazardous localities, and by bringing to perfection the system of mutual aid between Brighton and the several districts, not a part of Boston, which surround it. The new double company will bring the protection of this district up to what it should be, but in the meantime it is obvious that the mutual aid system is the most practical plan on which to work, for it is doubtful whether any Boston engine outside this district could reach the hazardous parts of it in less than half an hour.



Capt. THOMAS H. WELCH      Dist. Chief JOHN E. MADISON      Capt. GUSTAVUS H. NICHOLS