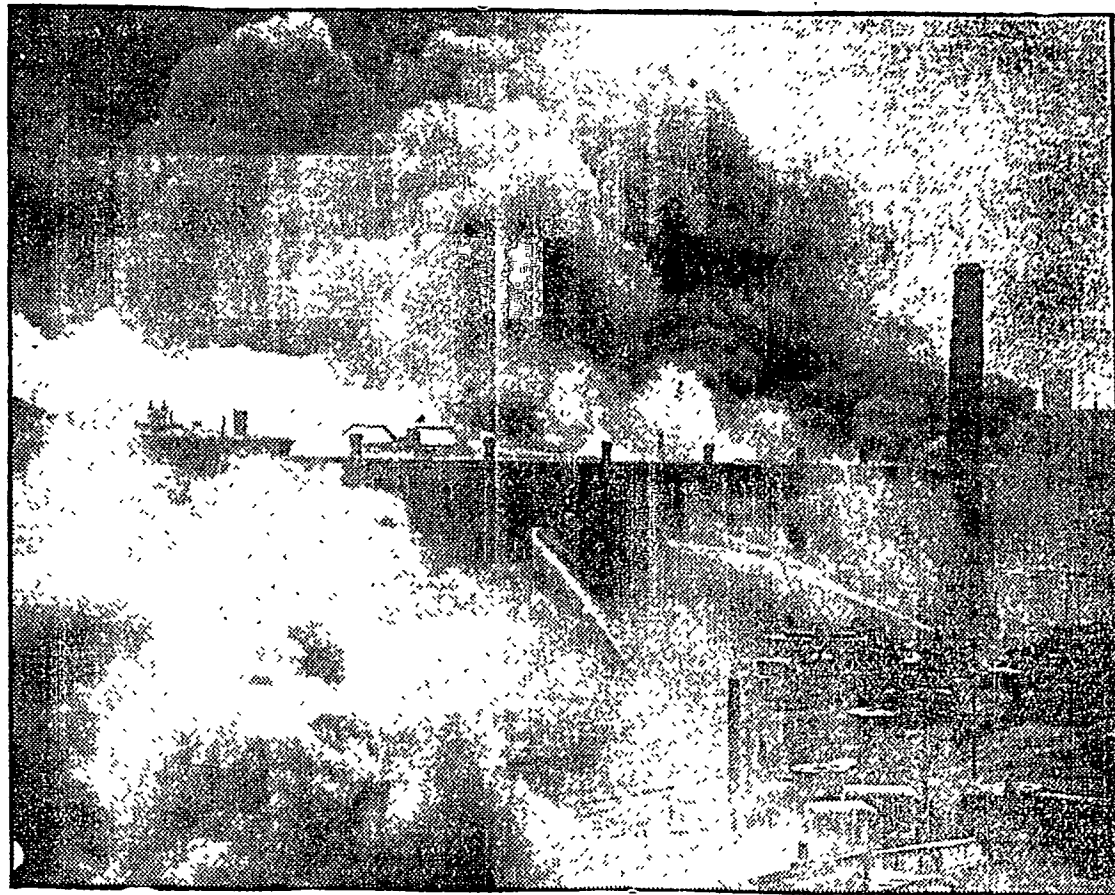


FIRE AT BOSTON ELEVATED RAILWAY PLANT DURING ITS HOTTEST PERIOD



FIREMAN LOSES LIFE

Capt Lanegan Hurt in Crash.

Plant of the Boston Elevated Burns.

Loss to Repair Shops Will
Be About \$450,000.

Wool Valued at \$500,000
Saved by Hard Work.

Capt Patrick W. Lanegan of ladder company 13, Warren av, a veteran of the fire service, died at the City hospital at 3:45 last evening as a result of injuries he received yesterday afternoon while fighting a fire at the plant of the general repair shops of the Boston elevated railway, 139 Albany st.

The fire caused a loss of about \$450,000. Hoseman Henry Hartnett of engine 12 was also severely injured. Four alarms were sounded.

When the brick wall on that side of the building nearest Union pk collapsed, Capt Lanegan, who had been engaged in the narrow yard beside the structure, was knocked down and buried under a pile of falling brick.

When the captain was extricated from its ruins by Rev Dr Charles S. Sullivan of the cathedral and several bystanders he was unconscious.

Placing the injured firefighter on an improvised stretcher, Fr Sullivan and the others who had assisted the captain removed him to the gate near Harrison av. He lay there for fully 15 minutes before he was placed in an auto owned by the elevated railway, driven by J. S. Flynn, to the city hospital.

Another priest from the cathedral and Dr T. J. Scanlan accompanied the firefighter to the hospital. He was suffering from internal injuries, a broken leg, fracture of both forearms and a severe scalp wound.

Just before the wall fell senior ladderman John P. Olsen and ladderman Leroy James were beside the captain.

Hoseman Hartnett Hurt.

They had scaled the fence that separated the elevated property from the plant of the United shoe machinery company and had a narrow escape themselves when the wall collapsed, as

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FIREMAN LOSES LIFE.

Continued From the First Page.

the tons of brick struck the fence, breaking many feet of it.

Capt Lanegan did not have the slightest chance to escape danger. He died without regaining consciousness.

Hoseman Henry Hartnett of engine 12 was also severely hurt. Hartnett, with Capt James F. Ryan and hoseman John Corea of engine 12, was fighting the fire from an L on the north side of the structure when a portion of a chimney collapsed.



CAPT PATRICK W. LANEGAN, Commander of Ladder 13, Who Died of Injuries Received at Fire in Boston Elevated Plant.

While endeavoring to dodge the falling bricks he became bewildered, owing to the smoke, and backed off the edge of the roof dropping 15 feet to the ground. Hartnett was assisted by comrades and sent to the City hospital in an auto.

He was found to be suffering from a severely wrenched back and fractures of the left leg and left arm. His condition is not dangerous.

Owing to the delay in removing the injured man to the hospital criticism was heard of the ambulance service, firemen complaining that there were no ambulances nearby. The City hospital and police ambulance were stationed almost directly in front of the main entrance to the burning structure, and close to where the fire was burning the fiercest, up to the time the accidents were reported. Later a police ambulance took a position near the Harrison-av gate and remained there until the "all out" was sounded.

The general repair shops of the elevated were destroyed as the fire spread rapidly from the armature room, where it started from a chemical explosion, to the other parts of the building. Valuable machinery and stock was lost. Officials of the company, who were at the scene, estimated the damage at \$450,000. The losses are covered by insurance.

Explosion Started Fire.

The fire started about 1:50 in the armature room where three men were engaged dipping a chemical mixture which is used for coating armatures. An explosion, which it is figured was due to chemical combustion, caused the fire and the men who were at work on the mixture had a narrow escape from serious injury. The building is three stories high.

The flames rapidly spread about the room, but the employees started to extinguish the fire with three lines of hose. For several minutes they fought

the names. Finally an alarm was sent in from box 711 located near the yard.

When engine 3, the nearest company, arrived flames were belching from the windows on the second and third floors and they appeared to be eating their way through the roof. A strong east wind had blown a strong ally to the flames, blowing them toward the northerly end of the shops.

Dist Chief Byron lost no time in sending in second and third alarms. Chief Mullen ordered a fourth alarm. Taking up his position in front of the building he quickly mapped out a plan whereby the fire was checked and prevented from spreading to adjoining business structures and tenement blocks.

Besides the armature room the second floor contained the store rooms of the company in which stock valued at \$250,000, was stored. In the early stages of the fire the storeroom was gutted and it was not many minutes before the flames worked their way upward to the top floor on which was the valuable lighter machinery owned by the company, also modern lathes which were recently received, but which have not been set up. The pattern shop was also located on the third floor.

Chief Recalls Firemen.

Later the flames ate their way through from the armature room into a part of the first floor of the building, where the heavy machinery, wheels, trucks and gearing were stored. Inside of a half hour following the discovery of the fire the two upper floors were completely gutted, the flames had pierced the roof and parts of the walls falling to withstand the terrific attacks from the water batteries collapsed.

Chief Mullen sent water tower 2 in charge of Lieut Martin A. Kenealy into the narrow driveway separating the burning structure from the United shoe machinery building. Accompanying the lieutenant were hoseman John J. Burke and George F. Prazier Jr. The tower was raised and lines from the building were connected to it, making a formidable water battery.

The attack made by the towermen in the narrow driveway, which was a perilous position and from which Chief Mullen was later obliged to recall the men, was indeed one of the most remarkable features of the fire. This attack alone probably prevented the flames from reaching the adjoining building.

There were many fire experts who watched Lieut Kenealy and his men. At times the dense smoke obscured them from view and just before the wall, under which Capt Lanegan was buried, collapsed, Chief Mullen ordered the men out of the alley.

They hesitated about coming and Chief Mullen had to repeat his command with somewhat more forcible expression before the trio emerged from the driveway. They left the deserted tower playing away by itself and when the smoke cleared and it was apparent that the driveway was safe to work in the tower was still doing its work.

Wool Worth \$500,000 Saved.

The building that adjoins the repair shops is known as the Goodyear Welt building and is owned by the United shoe machinery company. Wool valued at \$500,000 was stored in the building.

It was placed there just before the passage of the Payne-Aldrich act which brought about the change in the custom laws. There was also valuable machinery and a large stock of leather in the building.

The stock of wool would have made excellent fuel for the flames, and had the fire spread to the building of the machinery company the fire officials fear that it might have wiped out that plant and ignited the adjoining block of tenement houses on Union-plk st.

The wisdom of Chief Mullen in establishing the tower in the driveway and ordering the iron shutters on the building closed prevented a great damage to surrounding property. Later when the chief was certain that the flames could not work their way across to the shoe machinery building he ordered the shutters opened and sent firemen with lines of hose in the building. From the upper windows they directed their streams upon the repair shop, performing very effective service.

Stationed at hydrants in front of the building were engines 10, 13, 14, 15, 33 and 43, while there were several ladder companies there as well. As the fire was one which did not call for any ladder duty, all of the laddermen were utilized as hosemen.

The men under the direction of District Chiefs Ryder and Kennedy carried their hose through the front entrance into the burning building, taking it up to the second and third floors. The front part of the building was not

harmful by the flames. The stifling smoke was more than some of them could endure and they had to work in reliefs.

Deck Gun Again Valuable.

In the yard many more fire companies were at work, engine 12's crew gave the fire battle from the "L" power house, while the men of engine 7 went into the burning structure. Nearby were firemen from engines 1, 3, 22, 23, 26 and 35. The crews of some of these companies played from the yard directly into the structure.

The new deck gun again showed its worth. Three lines of hose were connected to the gun on the wagon of engine 3. This gun was left in charge of Lieut Charles T. Farren of chemical 2, while the members of engine 3 were engaged elsewhere.



WHERE THE WALLS CRUMBLLED AT FIERCEST CORNER OF THE FIRE.

The effective work of the deck gun was plainly apparent, its work being observed closely by Commissioner Parker, who said that he intends to increase the number of these appliances that are already in service.

The fire was spectacular and well fought. Every fireman had his work laid out for him by Chief Mullen. Each company did its work well, even the two fireboats in charge of Dist Chief Ritchie being on the scene. One of the boats kept an eye on the elevated railroad coal pocket, which is located on Albany st, across the street from the fire, while the crew of the other was in the thick of the fight doing straight hose duty.

District Chiefs Byron, Fox and Perkins and Acting District Chiefs O'Brien, Madson and McManus were directing the work on the yard side.

Three hundred men are employed in the building. Most of them had left there by the time the fire started. Employees from the other plants of the company hurried to the scene, working about the premises until the firemen came across the yard from the nearby shop is the new \$3,000,000 power plant. Had the fire spread to that structure the car service would have been tied up. Near the new power plant are the

ruins of the old power plant, destroyed by fire early on the morning of Jan 7.

Loss at Least \$450,000.

The building which was destroyed is known as the old Hinckley building. It was erected in 1872 for Hinckley and Williams, the locomotive builders. It is the property of the West End street railway company and is leased by the Boston elevated. The structure is three stories, is built of brick, 200 feet long and about 85 feet deep.

Vice Pres Sergeant, Treas H. E. Wilson, Daniel L. Prendergast, the real estate agent, and auditor J. H. Neal of the Boston elevated were at the scene shortly after the additional alarms had been registered and the main offices of the company on Milk st had been notified what was being destroyed. They figured the loss at between \$350,000 and \$500,000, believing that the actual loss

formed the Globe last night that nobody would be thrown out of work as a result of the fire. He requested the Globe to say that all of the employees would be expected at the usual hour on Monday morning.

LANEGAN WAS FAITHFUL.

Dist Captain Served in Downtown District for 21 Years and Did Not Fear Smoke or Fire.

Capt Patrick W. Lanegan was 49 years old, Dec 7 last. He was appointed a member of the fire department Sept 13, 1888, and from that day until his death he was always a member of some of the busy intown ladder companies. Many of the fire leaders considered him one of the ablest ladder-men in the city.

Lanegan was assigned to ladder 3, Harrison av, when appointed to the service. Oct 12, 1888, he was shifted to truck 5, Fort Hill sq. He was immediately detailed to truck 11, which is quartered in the same house. Feb 11, 1898, he was promoted to the rank of lieutenant and continued at Fort Hill sq. Jan 11, 1897, he was named as captain of the company.

He did not fear smoke or fire. He sustained numerous painful injuries during his 21 years of service.

Dec 17 last he was transferred to truck 13 on Warren av, and was in charge of that company yesterday.

There was sorrow at Fort Hill sq when he was shifted, but there was a greater sorrow in the double company last night when word of his death came. At the fire station on Warren av there was great sorrow also.

Lanegan lived with his married brother at 148 M st, South Boston. His brother, Thomas Lanegan, is employed as a motorman by the Boston elevated. The funeral will probably be held from the home of his brother Tuesday morning with a solemn mass of requiem at St. Enlalla's church, East Broadway.

Monday Fire Commissioner Parker and Chief Mullen will arrange for a detail to attend the funeral. Those officials kept in touch with the hospital yesterday and expressed sorrow when informed of the captain's death.

FIVE HORSES SUFFOCATED.

Stable of Drivers' Ice Company at Somerville Destroyed by Fire—Loss Will Be \$2000.

Five horses, the property of the Drivers' ice company, were suffocated by fire shortly after 6 last night in the company's stable, off Mystic av, Somerville.

Ignorance as to the location of fire alarm boxes delayed the fire apparatus. The alarm sent in was from box 156 at the junction of Union st and Mystic av, over three-quarters of a mile from the fire.

The cause of the fire is unknown. The damage to the property and the loss of the horses will amount to \$2000.

would be nearer to the lesser figure. The losses they figured as follows: Building \$65,000, stores and supplies \$250,000, machinery \$150,000.

The entire property is covered by a blanket insurance. This insurance is placed with 80 companies, of which the following are the leading holders: O'Brien & Russell, George O. Carpenter & Co, John C. Falgo & Co and Hinckley & Woods.

Altogether the company had in the immediate vicinity, which covers six acres, property estimated to be worth more than \$1,000,000.

Upon the receipt of the first alarm a small detail of police was sent out from division 5, East Dedham st, but with the registering of the additional alarms a call was sent out to almost every division in the city for reserves, and soon there were more than 100 men in charge of Capt Daniel E. Ritter.

Rev Dr Charles S. Scullivan, Mgr Michael J. Spillane, Rev Michael J. Scanlan, Rev J. J. Crano and Rev William B. Finnegan, all from the cathedral, came through the police lines prepared to give spiritual assistance to any who might be injured.

John Lindell, superintendent of the motor power and machinery plant, in-