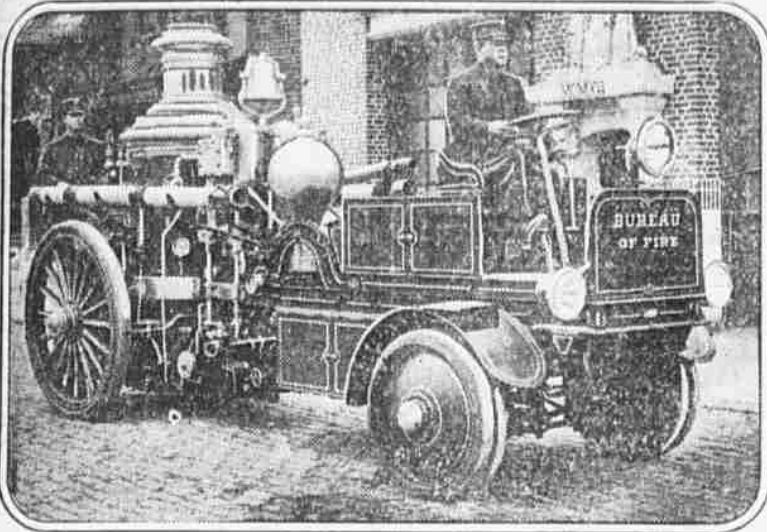


FROM A TO Z IN PHILADELPHIA'S FIRE-FIGHTING VEHICLES



What Chief Murphy wants replaced with modern motor apparatus.



Here are shown three stages in the development of the city's apparatus: One of the early hand engines (left), the horse-drawn apparatus (right) and a motor chassis carrying a fire engine (below).

The Chief continues: "Also the following truck companies should be equipped with new motor-driven aerial trucks: Truck Company No. 1, Truck Company No. 18, Truck Company No. 11, Truck Company No. 12.

The stations of these companies are located at Twenty-second street and Fairmount avenue, Clearfield street below Frankford avenue, Twelfth street below Wharton and Park avenue and Center street.

FIRE CHIEF URGES AUTO APPARATUS

Bureau Head Would Banish Horses Altogether From City's Equipment

FACTOR IN LIFE-SAVING

By GEORGE B. KING

The antiquated building at Juniper and Race streets, where once the Goodwill Engine Company had its headquarters, today houses temporarily the last cry in motor-propelled apparatus awaiting assignment to its place in the Philadelphia Bureau of Fire. It is a long distance from the days of Pat Lyon and the hand-drawn and hand-operated engines of the late eighteenth and early nineteenth centuries down to the Ahrens-Fox "booster" of 1917, but the building now dignified by the title of fire headquarters has spanned the gap and successively has housed them all in their day.

CHIEF PLANS MOTORIZATION

In his office on the second floor of the main structure, William H. Murphy, chief engineer of the Bureau of Fire, is working out plans which have as their object the complete equipment of his department with motor-driven apparatus. Comparatively good progress has been made in this direction during the last few years, and the chief is hopeful that the close of 1917 will find his department just the half-

way mark in the matter of motorization. Many cities smaller than Philadelphia—Columbus, for instance—have perfected the equipment of their fire department with motor-propelled apparatus.

Philadelphia has moved with its proverbial caution and measured step in this direction. This slowness is in no wise attributable to Chief Murphy or his ideas. In his latest report to the Director of Public Safety the chief expressed his views on the abandoning of the horse and the substitution of the motor throughout the department in unmistakable terms. In the opening chapter of his report Chief Murphy wrote:

MURPHY'S REPORT

"Many changes in the way of improvements have been made in installing motor-driven apparatus in place of horse-drawn apparatus. I would respectfully recommend that all of the companies, especially the suburban companies, be equipped with motor apparatus at as early a date as possible. The area which the suburban companies cover would be better protected, the loss sustained less, and would possibly be the means of saving life by the quick response to calls made upon them. Motor-driven tractors, in place of horse-drawn engines where the apparatus warrants, should be installed, preference being given to Companies Nos. 1, 11, 33, 38, 40, 41, 42, 49, 51, 52, 53 and 56."

Parentetically, it may be mentioned that these are all suburban or outlying stations, being located respectively at Thirty-seventh and Lombard streets, Frankford avenue and Sellers street, Richmond and Kirkbride streets, Longshore street and State road, Sixty-fifth street and Woodland avenue, Sixty-eighth and Thompson streets, Front and Westmoreland streets, Fifteenth street and Snyder avenue, York road and Champlott street, Jackson and Vandikirk streets, Fourth street and Snyder avenue and County Line and Rhawn street.

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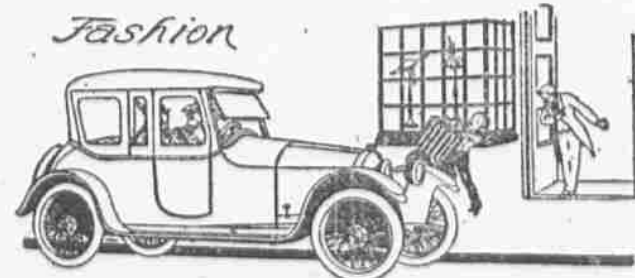
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