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Description of contents

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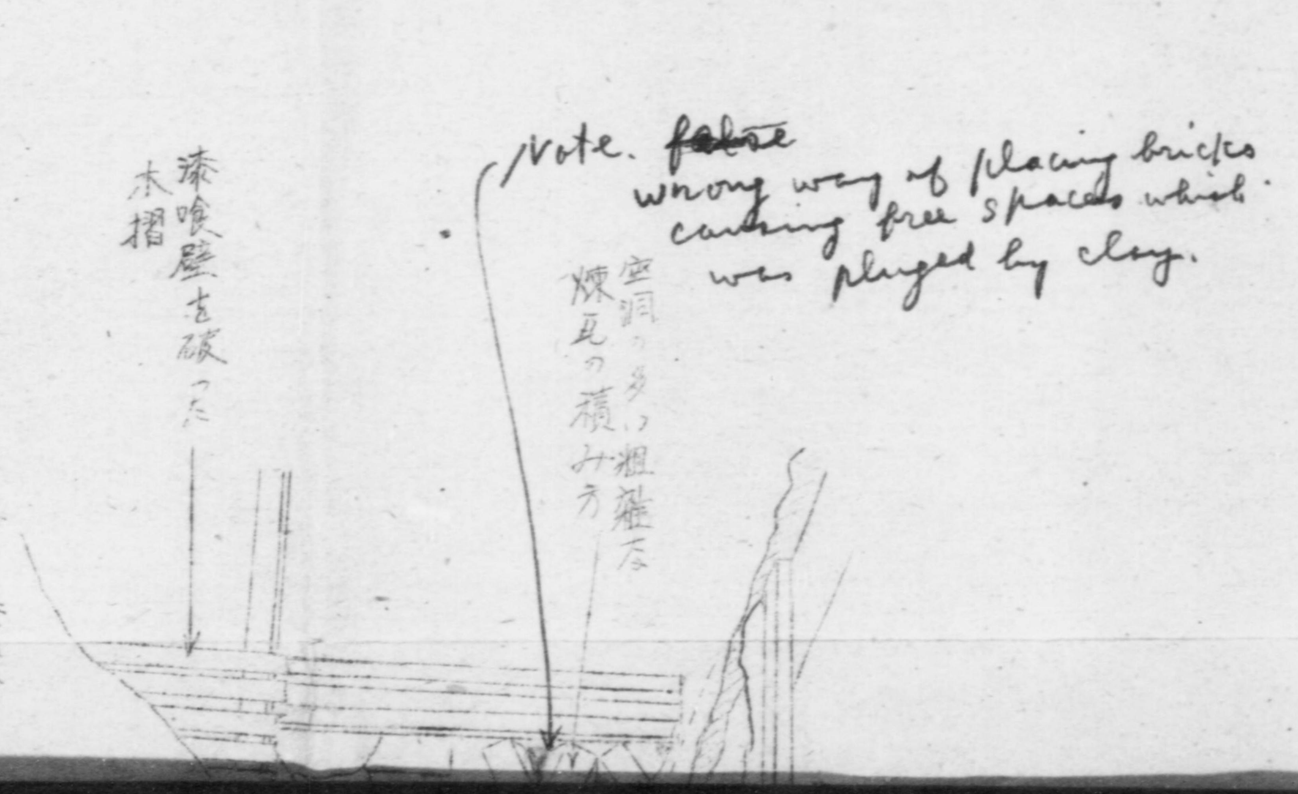
Hyogo-ken

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

全焼した亜水消防署の出火点である
本館一階の風呂場煙道現場の見取図
（出火現場を斜左上からの斜瞰図）



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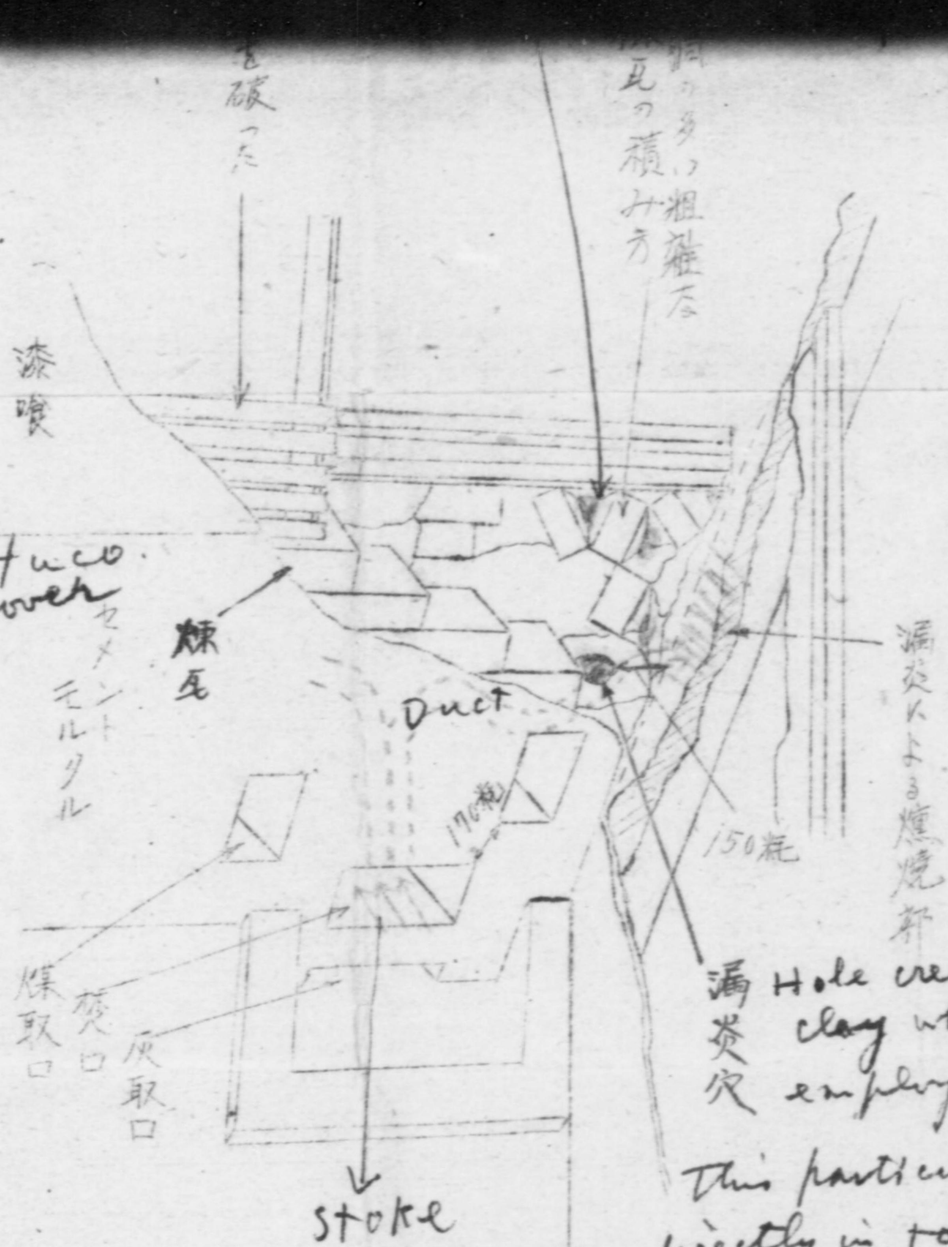

漏炎穴 Hole created by broken clay which was originally employed to plug up

This particular hole directly in touch with the duct leading to chimney stack. The hole directly above the upper part of duct.

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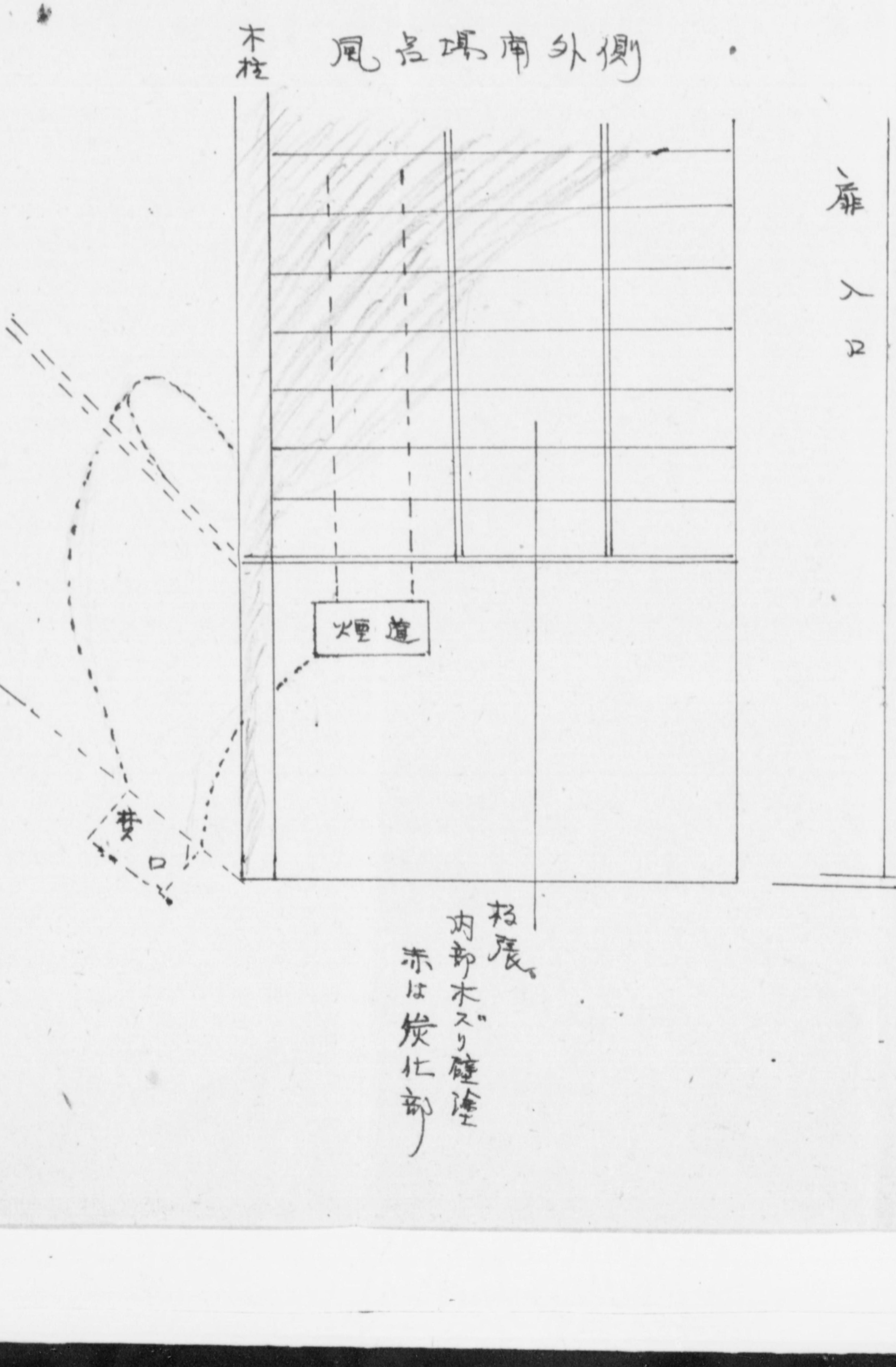
Origin of Tarumi Fire Station.
Kobe. City.



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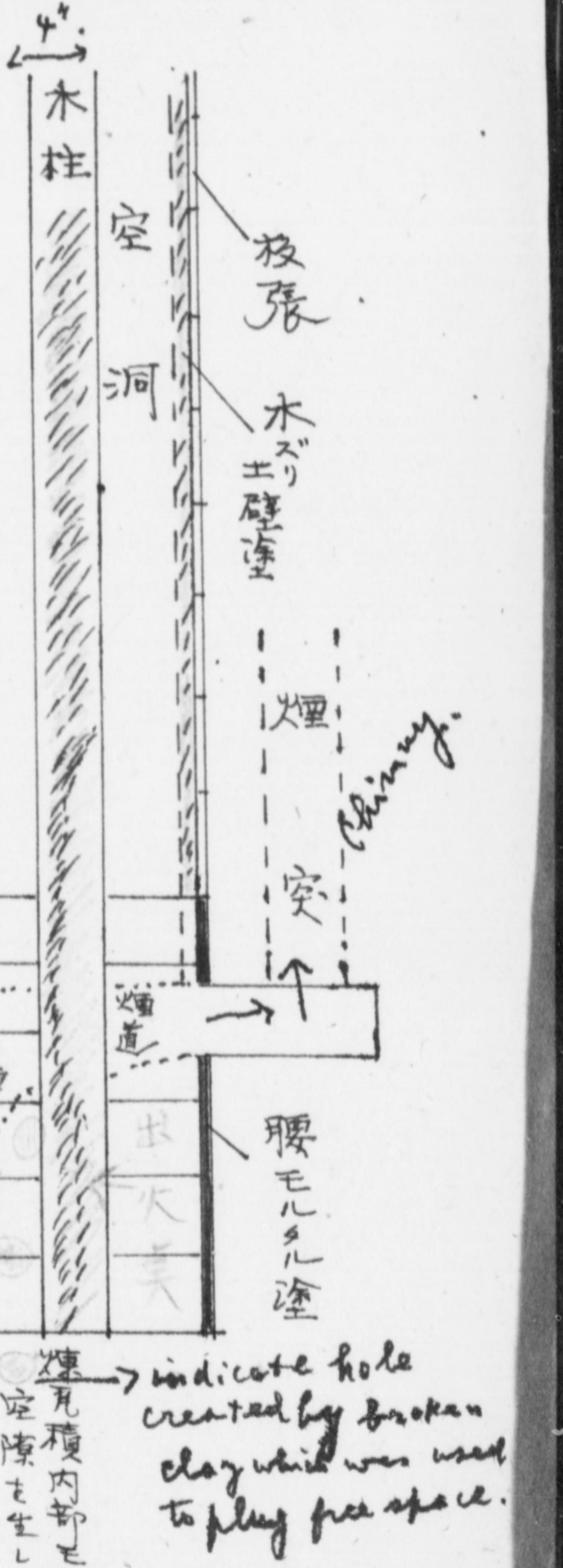
General View of stake for a bath.

焚口正面



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October 15, 1949

Sir :

R E P O R T

We have the honour to report you all the circumstances of the fire broken out in the Tarumi Fire Station.

Decision of the Firing-point:

Three witnesses who first noticed the fire testified to the fact that they saw the flame at the upper part of the kitchen and their representations were in agreement with one another.

We could confirm that the flame spread from near the ceiling of the kitchen as a result of examining the spread of the flame on the basis of the carbide in the ruins of the building.

We could prove that the fire was caused by the kitchen which was made of the inferior materials.

Combustible things

Cause of the fire was supported to be one of the following equipment.

1. Furnace for cooking.
2. Bathroom and chimney.
3. Electric wires in the room and the electric-light.

As the bath-furnace was continuously being burned from 11 a.m. to 11 p.m. on the previous day of the fire, it supported to be a cause of the fire as a result of examining the above bathroom.

We could confirm that the flame of the uptake spread to the combustible thing and it began the fire as a result of examinig the embers at the bathroom.

Details:

As the motar which was used to plug the gap between the brick and the brick in the uptake contained little cement, it crumbled and cracked day by day.

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The flame leaking out from the gap gradually burnt the pillar of the bathroom which sticked to the bricks.

At last the fire started from the pillar which was being burnt owing to overheating of the bath-furnace.

As the building was made of wood and, what is worse, the wall was papered with the tex and the inside of the wall was hollow, the flame rapidly spread along this hollow and at last spread to the whole surface of the ceiling above the kitchen.

The lower part of the ceiling being prppared with the tex, we could not notice the flame till it spread to the ceiling of the night-duty-room adjoining the kitchen and outside of the room.

We could not help drawing a conclusion that this fire was caused by the flame leaking out from the crack of the uptake which was made of the inferior materials of the uptake of the bath-room.

We could draw a conclusion that the flame spreading to the burned wooden part, the fire broke out.

Yours respectfully,

KENTARO YAGI
Superintendent, Kobe Fire Bureau.

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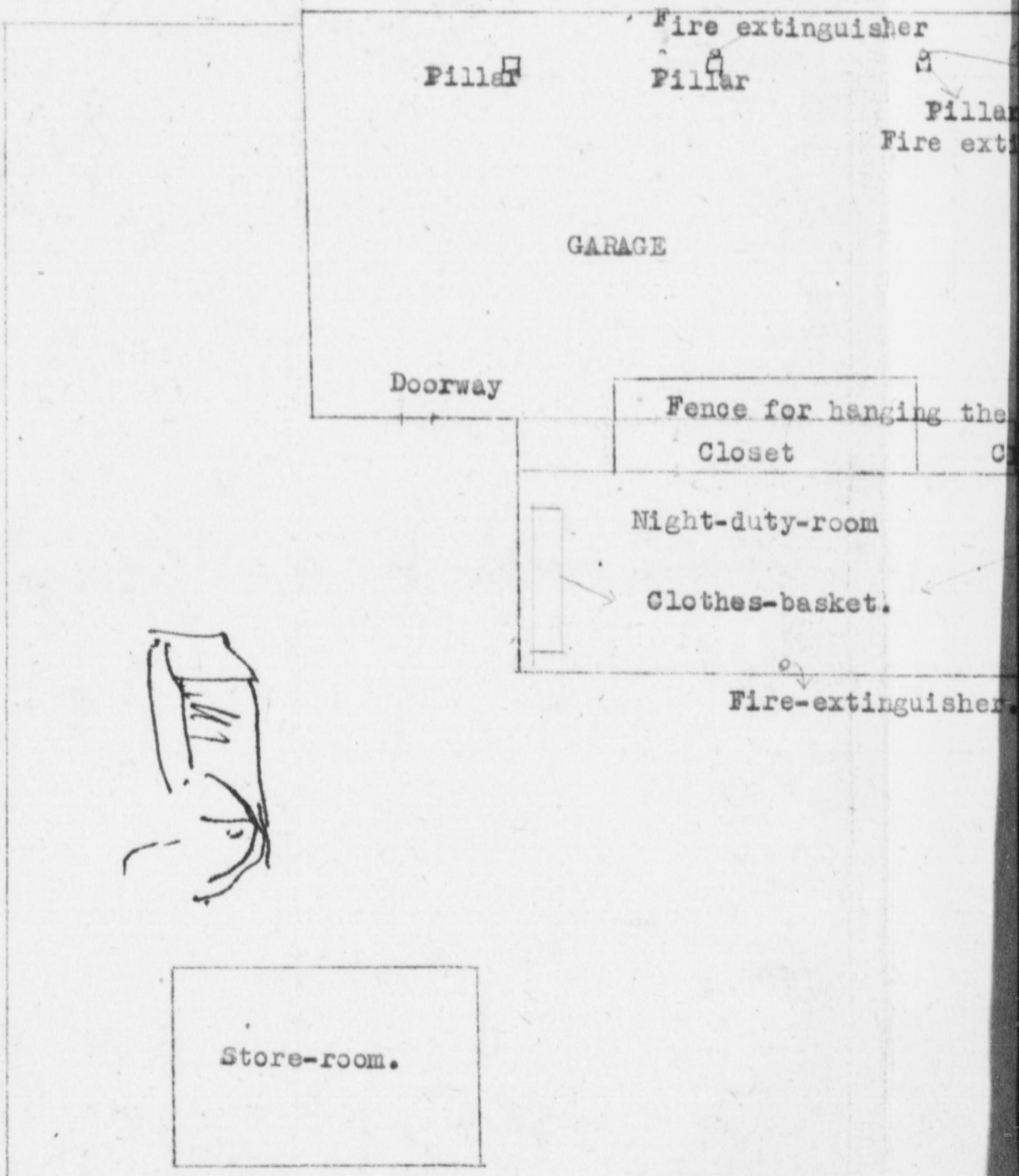
Map of the Tarumi Fire Station.



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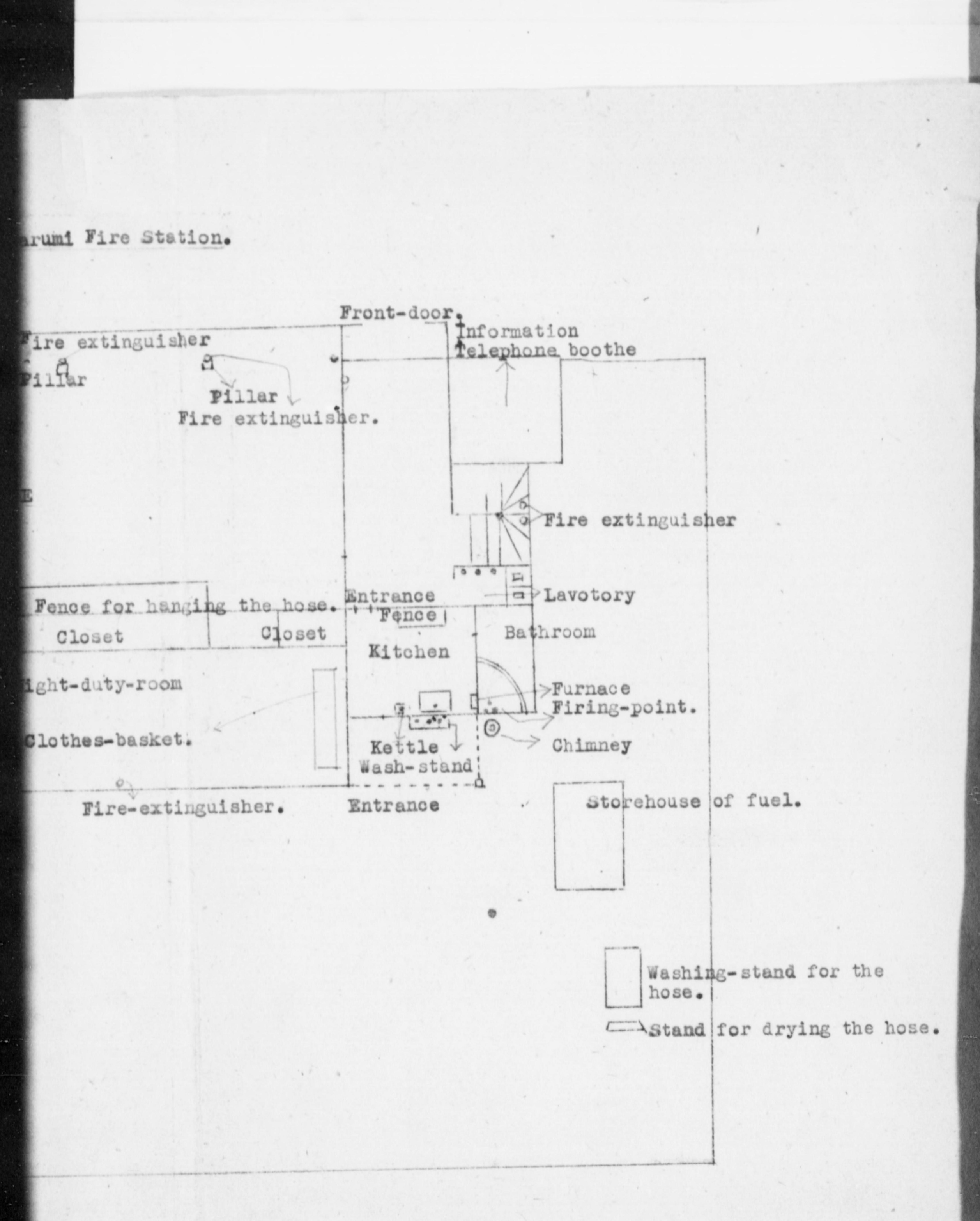
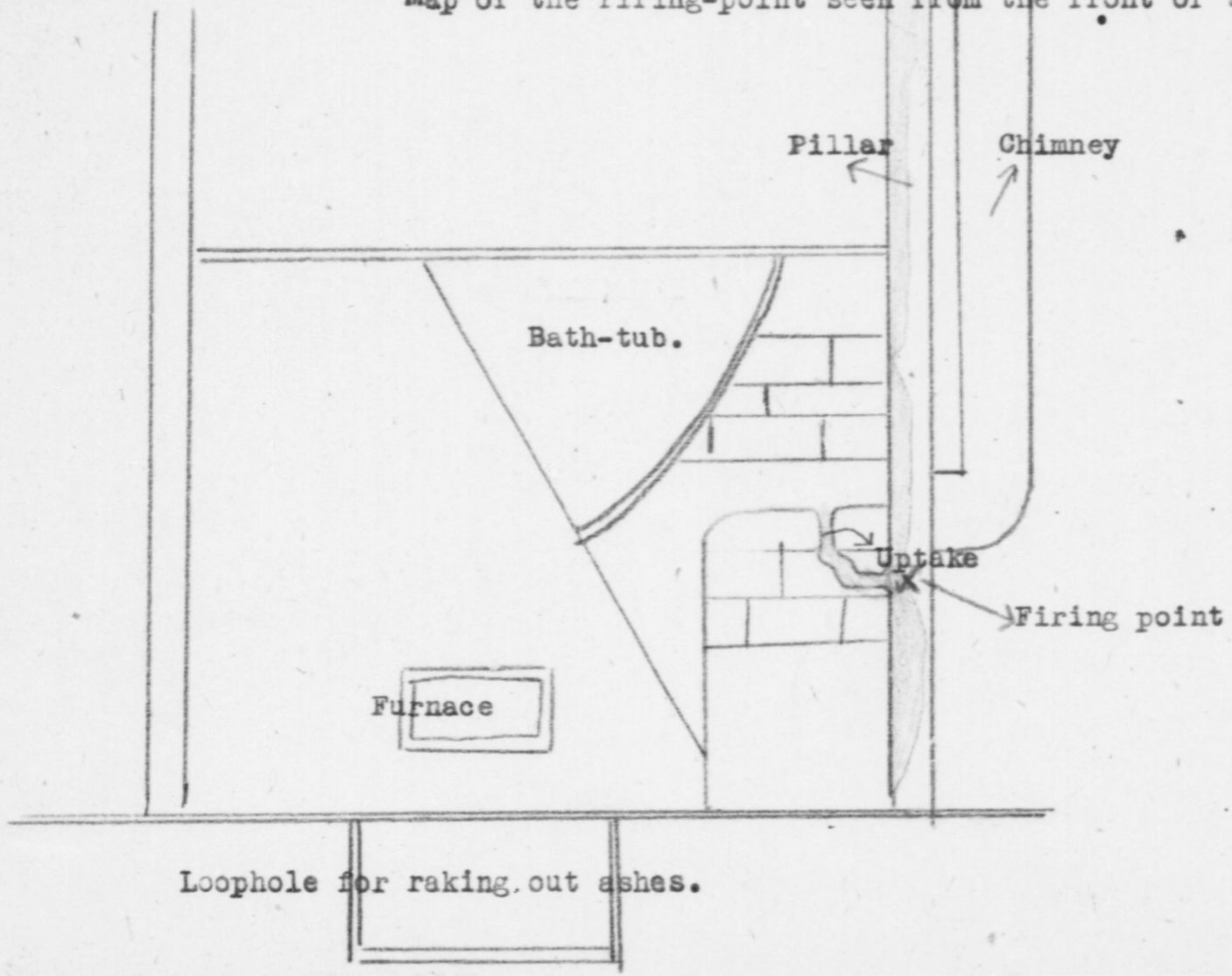
arumi Fire Station.



Map of the firing-point seen from the front of the bath-furnace.



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RESEARCH ABOUT FIRE FIGHTING FACILITIES AND THEIR IMPROVEMENT.

March, 1949

Engineering Section,
Kobe Municipal Fire
Bureau.

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Contents of Research about Fire Fighting Facilities and their Improvement:

1. Illuminating fixture truck with pump.

2. KSS 2 model tank truck with extension ladder.
   KSS 1 model tank truck.
   KSS 3 model tank truck.

3. Portable extinguisher against forest fire.

4. Spraying nozzle.

5. Service truck (for emergency repair).

6. Facilities keeping engines warm.

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1. Illuminating truck with pump.

The illuminating fixtures hithertofore equipped in the fire truck are small-sized, little efficient and in addition, its source is from the battery used for the fire truck itself. Therefore, it cannot be operated for a long time and it has been inconvenient for fire fighting operations. With a view to fulfill our duties to the utmost by giving light in assisting firemen's operation, contact with each other and signals in cases of the flood, fire and earthquake, illuminating fire trucks with pumps with following efficiency were made available. They were distributed to each fire station and were operated against fires in the night with good results. We expect to study them more and more and also to increase the number of them in the future.

1) It can be used even when the pump is in operation.

2) It can be brought to the scene by two men from the fire station in case of forest fire.

3) Necessary number of the illuminating fixtures can be in use at the same time.

4) It can be operated with light oil.

5) One can put on or off the light of a portable illuminating fixture and it can be used as signal purposes.

6) Batteries: 1.5 K. capacity, 100 volt and 500 watt.
Two illuminations are lighted. Can illuminate as far as 200 metres away enough to let firemen operative.

7) It can illuminate 17 feet above from the earth level.

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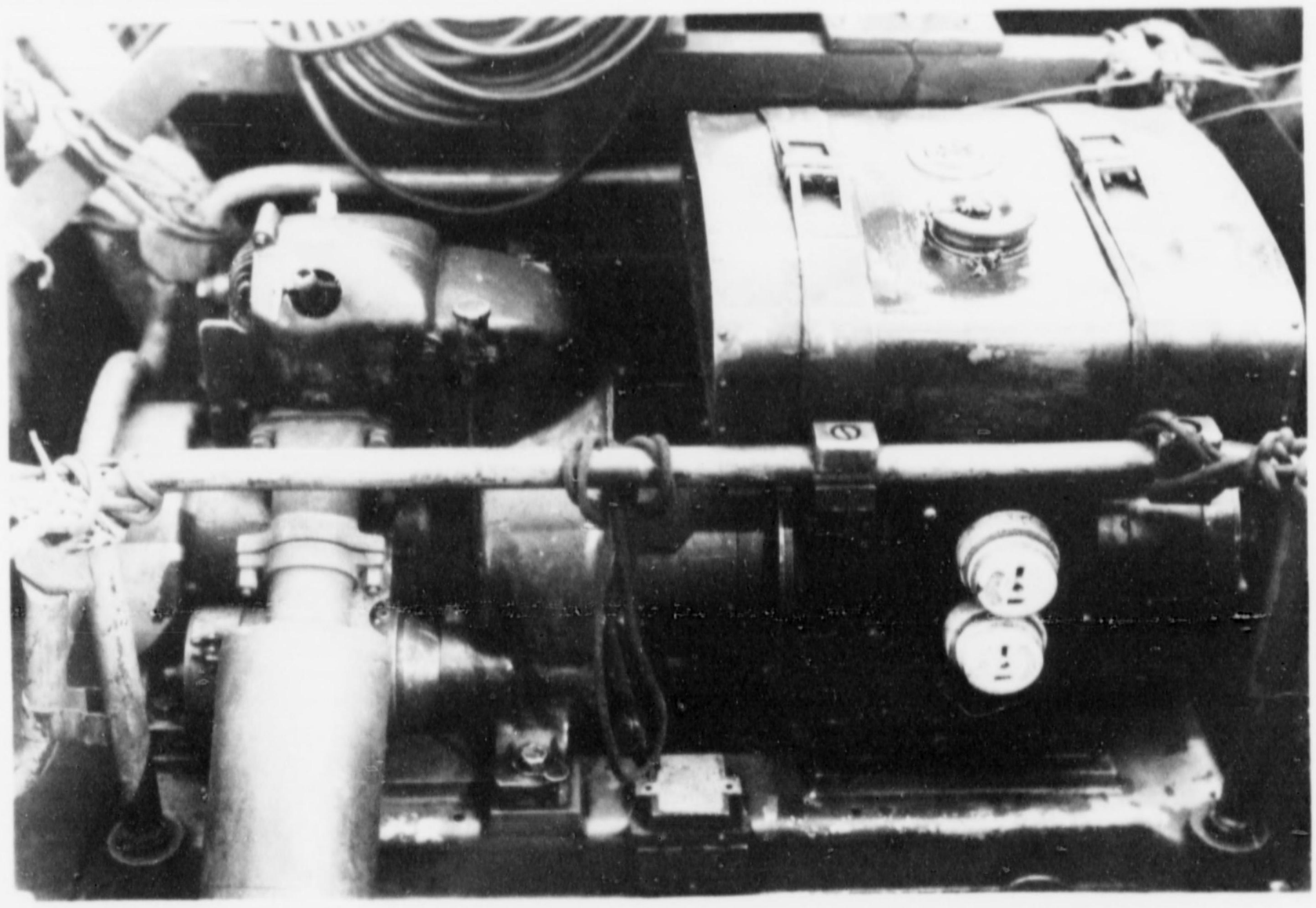
100v. 500w. two lights. Capacity: 1.5 KW.



Gasoline generator.

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Illumination truck in lineup.

Portable light.

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2. K.S.S. 2 model tank truck with extension ladder.

To approach the fire as near as possible and to put it under control as soon as possible, which are the characteristic of tank trucks, are at the same time firemen's duty. In post-war days, two or three storeyed buildings are generally the highest and with a view to controlling fires in these structures, former trucks have been remodelled and improved. These trucks are fixed with an extension ladder of steel which can be folded into three (17 feet in length) and are equipped with a transmission apparatus, clutch, toothed wheel and drive shaft. At the top of the extension ladder a pouring nozzle to every direction is fixed. By fixing the ladder, weight is added and therefore the tank capacity is 200 litres, a little small-sized than the usual one.

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K.S.S. No. 1 Model Tank Car.

This is the standard tank car with the well balanced oval-shaped tank of which capacity is about 3,000 litres. All tank cars in this city have been equipped with oval-shaped tanks.

As the result of studying balance-rate in various ways, we have equipped abovementioned tanks with the body as low as possible. There are no danger when we drive this car, due to stability of the centre of gravity. Moreover it is safer than the car equipped with the pump in drivings.

K.S.S. No.3 Model Tank Car.

There are many inconvenient locations to supply fire-water in our city. We have got K.S.S. No.3 model tank car of which capacity is 4,000 litres and is larger than K.S.S. No.1 and No.2 model tank cars to increase the number of them.

In order to make the tank bigger, we are in need of larger vehicles than Nissan, Toyoda make, and so we adopted Isuzu make. Utilizing the top of a tank, it has been equipped with the elastic (hand operating) powering nozzle which can be folded toward the front of the water supply pipe and also can discharge water to all directions.

This car is the same as the abovementioned K.S.S. No.1 model and was designed so that it might show its full capacity when fire breaks out but ordinarily it is folded nicely to the front (No.1 model car is equipped with the hose which can be turned down.)

According to the car models, at present we, Kobe City, have arranged as follows:

Number of K.S.S. No.2 model tank car with the mechanical ladder: 1

Number of K.S.S. No.1 model tank car: 9

Number of K.S.S. No.3 model tank car: 1

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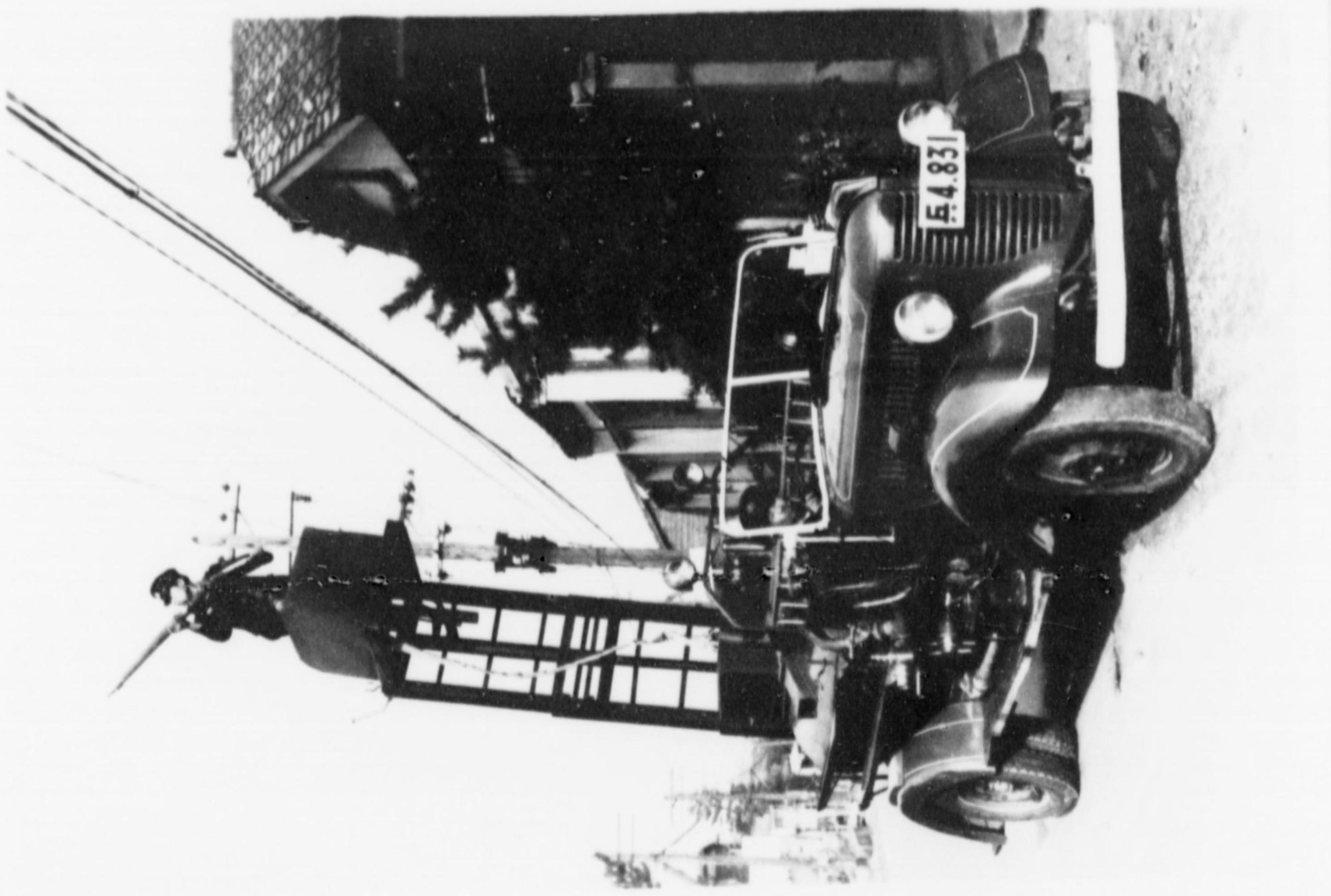
K.S.S. tank truck with extension ladder.



Extension of ladder 17 feet above the ground.

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K.S.S. No. 3 tank truck

Water pouring gun

K.S.S. 3 Model tank truck

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1. Portable fire-tank for forest fire.

At the back of Kobe City, a series of Mt. Rokko, Maya, Futatabi, Takatori and Hachibuse rise, and in the new city limits, there is a stretch of forests and fields.

In case that a forest fire took place, we have used such primitive means as use of scythe, Fire-hooks, scoops for the fire-fighting purposes until recently, but this time we devised a Carry-on-back type fire-tank, which is designed for the concentric fire-fighting purposes by many persons.

Its capacity is 20 liters, and to pour water into fire, hand-pump equipped on its side will be utilized, and hose will be equipped with 2 nozzles having little cariber and 1 spray-nozzle.

At ordinary times, it is housed at a fixed place of police station and in case of emergency, it will be put in the fire-truck and air will be filled by use of hand-pump on the fire-truck on the way to the scene.

Pouring water from fire extinguisher

Fire extinguisher

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Spray-nozzle.

By this Engineering Section of Fire Bureau, this spray-nozzle was designed and has been used for trial since about April, 1948 and produces considerable results, and still more it is being improved.

When a nozzle was turned to the fire-fighting objects, there was much difficulty of approaching and fighting the fire owing to the surrounding combustion heat, and was much damage of destruction caused by pressure of water poured from a nozzle and so, to eliminate this difficulty and lighten damage, we deviced this spray-nozzle.

In handling it, convenience is principally aimed at, that is to say, a screw is made in the end of ordinary pipe, which is concurrently used for other nozzles by taking off this nozzle.

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Spraying nozzle

Nozzle connected with pipe

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5. Service truck

The repairing squad is instituted in the Engineering Section of our municipal Fire Bureau and takes charge of repairing various fire trucks and others. It has a simple repair shop, but the trouble and accident of fire trucks is likely to occur at any time or location outside the stations. Therefore it is necessary to repair them on the spot along with the maintenance in the repair shop. For this purpose, a service car which can be said a travelling repair shop is provided for the said team. The member of this team are on 24-hour duty and their operation are as follows:

1. A service car and repair shop are provided for unexpected accidents or troubles. It consists of eight members with a chieftain.

2. In case of a fire to which more than three fire trucks are sent at the daytime or night, this team is to be despatched to the scene. This truck is painted with white paint and is equipped with red lights and a siren. It is designated as an emergency motor vehicle in accordance with fire trucks.

3. As soon as it reaches to the scene, they check the fire trucks in operation, going round them so that they may find the engine trouble if any and repair defective points. If they find vehicles which cannot afford to go back to their stations by themselves owing to some trouble, the service car will haul them to their garage.

4. To fulfil their duty, the following repair machines are prepared:

One-ton crane (steel make)

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Repair truck

Work in repair shop

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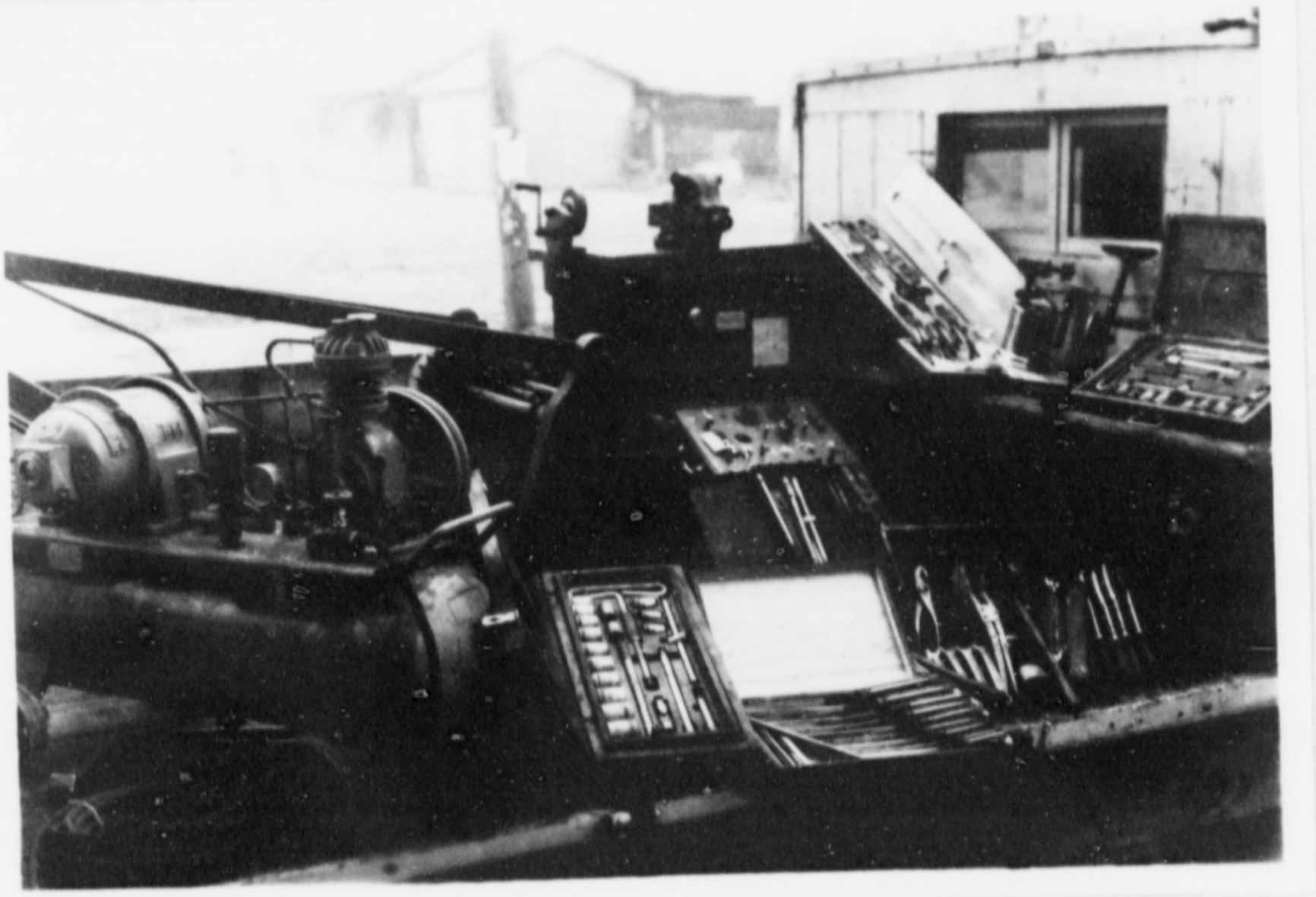

Repair machine and tools loaded on truck (rear body)

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Apparatus of Heating Engine.

It is necessary to keep engine warm all the time in order to dissolve the trouble in starting an engine caused by cool in winter time at urgent operation. In this connection there have been employed various ways.

In April last year this Technical Section manufactured for trial small-sized and detachable heaters, and since then we have furnished some car-bodies with them, and they prove to have been very effective. And yet there are some questions left, that is, they have still some weak points because of its small heating capacity. They should take some time in raising engine temperature at beginning, and besides we must switch on at regular hours so as not to let the engine cool down when once the temperature of engine have raised up.

Such being the case we are now making researches in installation including "Limitter" by which we are aiming at making up the above defects.

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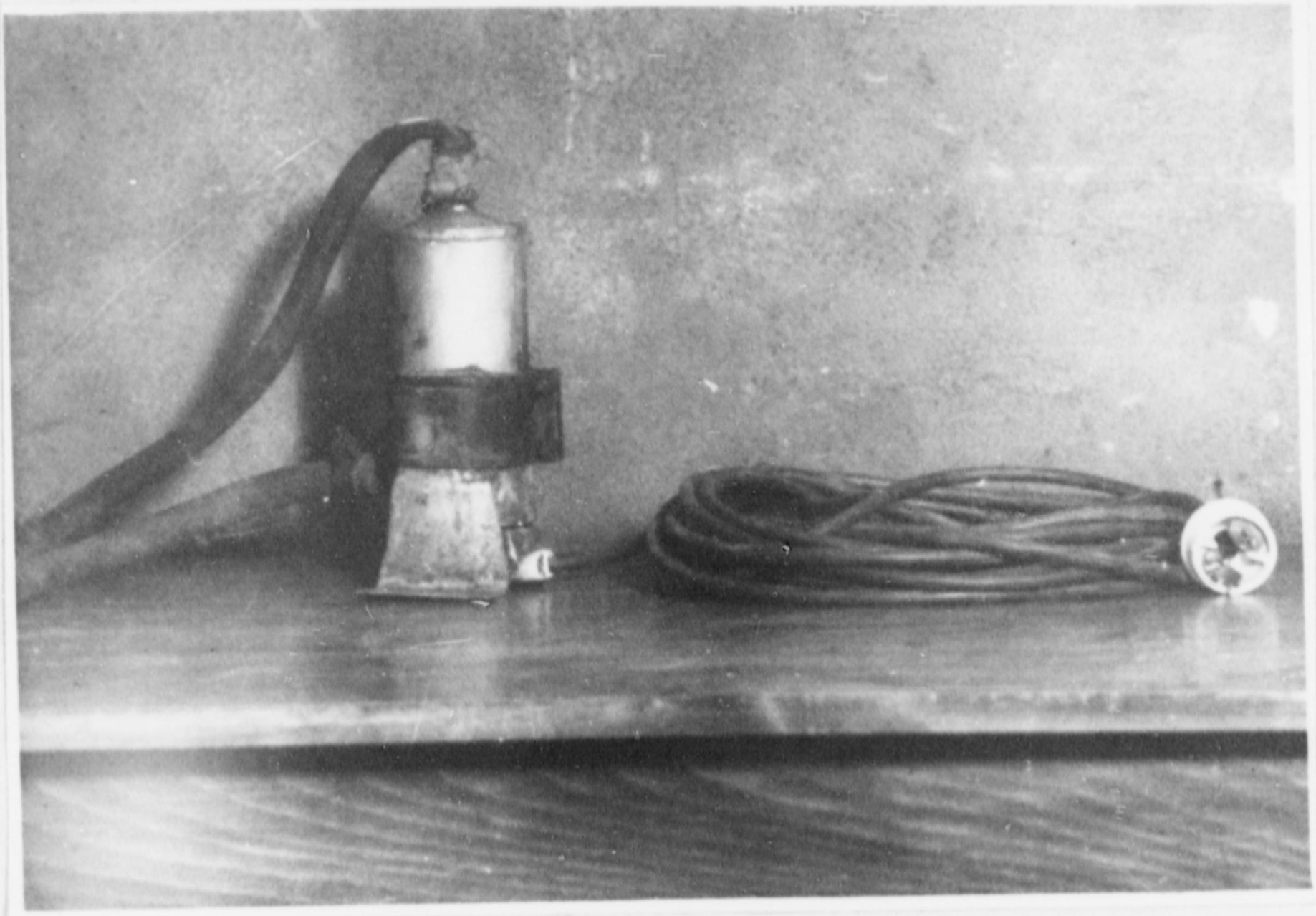

Engine heater

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Materials for the Study of Economy of Mobile-oil

We, Kobe Fire Bureau, have been making researches in the study of economy of mobile-oil for some time. Since last July we have obtained results shown in attached sheets by "Cutring" (making holes in cylinder) for trial, and we are now putting the results to the test to ascertain if the work is making the same results continually.

Owing to short duration in examining it we are not yet sure of the definite results, but we are certain that the amount of its consumption is certainly getting lesser and lesser.

Furthermore the defacement rate of "Cylinder about which we were anxious is not so much as expected, showing about 1.7/1000 inch per 1000 kilometer.

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Results of Outring: Car No. Hyo-4825, Nissan 1942-model
Suma Fire Station

Cylinder order Items		1 m/m	2 m/m	3 m/m	4 m/m	5 m/m	6 m/m
Defacement amount of cylinder.	1st time	82.762	82.764	82.762	82.762	82.764	82.762
		0.7 " / 1000	1.5 " / 1000	1.5 " / 1000	2 " / 1000	2 " / 1000	1.9" / 1000
	2nd time	0.8 " / 1000	0 " / 1000	0 " / 1000	0 " / 1000	0 " / 1000	0 " / 1000
	Total	1.5 " / 1000	1.5 " / 1000	1.5 " / 1000	2 " / 1000	2 " / 1000	1.9" / 1000
Presure of cylinder.	1st time	80 lbs/"	85 lbs/"	83 lbs/"	80 lbs/"	80 lbs/"	80 lbs/"
	2nd time	120 lbs/"	110 lbs/"	110 lbs/"	110 lbs/"	110 lbs/"	110 lbs/"
	Third	120 lbs/"	115 lbs/"	110 lbs/"	115 lbs/"	110 lbs/"	110 lbs/"
Total afterage under meter.		First time 570 km.		Second time 590 km.		Average 580 km.	
Amount of oil consumption		3.8 litre		3.9 litre		3.85 litre	
Amount of consumption per 100 km.		0.667 "		0.663 "		0.665 "	
Before used: Amount of consumption per 100 kilimeter.		1.5 litre					
Decrease of amount of consumption per 100 kilometer.		0.885 litre					
Percentage		Decreased of 59%					

Remarks: First time ..... July 20, 1948
Second " .....November 24, 1948.
Third " ..... March 1, 1949.

lbs/" ..... lbs/"

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Results of Cutring: Car No. Hyo-4809, Nissan 1942-model
Hyogo Fire Station.

Items		Cylinder order 1	2	3	4	5	6
Defacement amount of cylinder.	1st time	82.762 m/m	82.763 m/m	82.762 m/m	82.763 m/m	82.763 m/m	82.763 m/m
	2nd time	0.0381 (1.5" / 1000)	0.0381 (1.5 / 1000)	0.0382 (1.6 / 1000)	0.0382 (1.6 / 1000)	0.0381 (1.5 / 1000)	0.0381 (1.5 / 1000)
Presure of cylinder.	1st time.	80 %	80 %	83 %	80 %	80 %	80 %
	2nd time	100 %	100 %	100 %	100 %	98 %	100 %
Total meterage under meter.		650 kilometer.					
Amount of oil consumption.		4.0 litre					
Amount of consumption per 1 km.		0.00615 litre					
Before used: Amount of consumption per 1 Kilometer.		0.015 litre					
Decrease of amount of consumption per 100 kilometer.		0.885 litre					
Percentage		Decreased of 59%					

Remarks: First time .....July 20, 1948
Second " .....Febraury 19, 1949.

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Exerpt from report on field trip made by Mr. Angell and Mr. Martin during the period 11-15 October 1948.

V. Kobe Fire Department.

Visit to the Kobe fire department headquarters was made on 14 October. In contrast to recruitment in Osaka, the Kobe fire department is operating with only 370 of the 750 firemen authorized. Only two students are enrolled in the training school. The pay for firemen is the same as the police, but it was stated that the local assembly had little interest in public fire protection, and favored continuation of the Shobodan. Budget for the paid fire department is seventy million yen, and for Shobodan, 3,200,000 yen.

The Chief, Kentaro Yagi, has had several years experience with the Kobe fire department and was elevated to his present position when the former Chief, Y. Yajima, was appointed as principal of the National Fire Defense Board Training School, early in 1948. Throughout the four hours spent with Yagi, it seemed to the undersigned that he had too little knowledge of the activities within his organization and, furthermore, appeared to be too subservient for a successful fire department chief. Two examples are cited herewith as explanation. Upon questioning, Yagi told us that the Kobe fire boat was under his control but was being operated by members of the Shobodan who were employed by three shipping companies. In the event of fire, the Shobodan would stop their regular work, and man the fire boat. A later visit to the boat itself disclosed that a U.S. Army Lieutenant is in charge of the boat and has an enlisted man to assist. Under his direction are two Japanese pilots and fourteen paid firemen. No Shobodan are assigned to the boat, and we still wonder where Yagi got the idea! During our conversation, Yagi mentioned an arson fire which had occurred a few weeks ago, but could give us no details whatever regarding the cause, the investigators, or the result. After reference was made to several records, and a few telephone calls had been made, the story was pieced together as follows:

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> At 1730 hours on 16 August 1948, fire occurred in a frame structure which housed three small stores. Among the firemen who responded to the alarm was one who had graduated from the Arson Investigators Training Course conducted by the National Fire Board. While sizing up the crowd, as he had been trained to do, he discovered the person who was owner of the building and operator of one of the three stores (the other two stores were rented). It was this man's custom to close his store before five o'clock each day, and the Investigator became suspicious because he was still in the vicinity at this late hour. Examination of the debris following extinguishment of the fire disclosed that a section of the wire in the lighting system had been replaced with much smaller gauge wire which would cause excessive heating when current was turned on. Working in cooperation with the police, the Investigator worked up the case. The building owner was arrested, tried on counts of arson and of defrauding an insurer, and was sentenced to five year's imprisonment. Being the first arson investigation made by a Kobe fireman, and having obtained a just conviction it would seem to us that the Chief of the Department would have every detail at hand, but such was not the case.

Since Kobe's fire losses during the first seven months

(over)

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of 1948 were reported as more than 126 million yen (fire department budget for the year is 70 million yen), and in view of the deplorable condition throughout the organization, it is proposed to arrange through the local Military Government a meeting with the Mayor and Assembly such as representatives of the Fire Branch attended recently in Nagano City. It would appear that much good would result from such meeting.

GEORGE W. ANGELL
Chief Fire Administrator

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