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ANNUAL REPORT

OF THE

FIRE DEPARTMENT AND WIRE DIVISION

OF THE

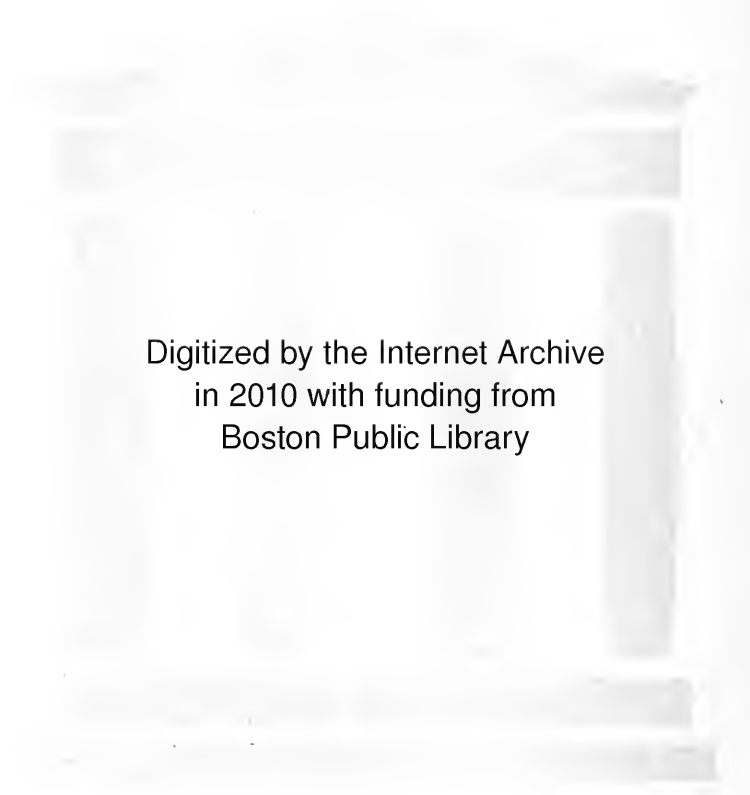
CITY OF BOSTON

FOR THE

YEAR ENDING DECEMBER 31, 1926



CITY OF BOSTON
PRINTING DEPARTMENT
1927



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OFFICIALS OF THE DEPARTMENT.

EUGENE C. HULTMAN,
Fire Commissioner.

HERBERT J. HICKEY,
Executive Secretary of the Department.

DANIEL F. SENNOTT,
Chief of Department.

GEORGE L. FICKETT,
Superintendent of Fire Alarm Division.

EDWARD E. WILLIAMSON,
Superintendent of Maintenance Division.

PETER E. WALSH,
Superintendent of Fire Prevention Division.

WILLIAM J. McNALLY, M. D.,
Medical Examiner.





ANNUAL REPORT
OF THE
FIRE DEPARTMENT
FOR THE YEAR 1926.

Boston, July 15, 1927.

HON. MALCOLM E. NICHOLS,
Mayor of the City of Boston:

DEAR SIR,— As required by section 24, chapter 4 of the Revised Ordinances of 1925, I have the honor to submit the following report of the activities of the Fire Department of the City of Boston for the year ending December 31, 1926.

I took office as Fire Commissioner on July 6, 1926, succeeding Col. Thomas F. Sullivan, Acting Fire Commissioner, who had relieved Fire Commissioner Theodore A. Glynn in January, 1926, the latter having tendered his resignation from office.

The total fire loss for the city as estimated by the insurance companies for the year was \$5,199,965, showing a decrease of \$207,105 below the loss of 1925.

The appropriation expended for the year including the Wire Division was \$4,393,575.72, and the revenue from all sources amounted to \$136,366.68.

During the year the department purchased the following pieces of major fire-fighting apparatus:

Six gasolene pumping engines.

Four city service ladder trucks.

Three combination hose and chemical cars.

Two aerial ladder trucks.

Five four-wheel tractors.

Extensive alterations and repairs were made on the following buildings:

Engines 6 and 42, Ladder 12, Repair Shop, Headquarters, third and fourth floors.

Minor repairs and renewals were made on the following buildings:

Engines 43, 45, 51 and 52.

The grading and completing of the grounds and driveways at the new fire alarm station in the Fens and the new fire station of Engine Company 21, Columbia road, was finished. Extensive repairs and alterations were made on Ladder 17 also. Many buildings were painted, repaired and generally put in as good condition as their age would allow.

Plans and specifications are being prepared for two new stations, one to be located at Broadway and Warrenton street, and which will provide quarters for Engine Company 26-35, Rescue Company 1, the Chief of Department, and the District Chief of District 5; the other to be built on Parish street, Meeting House Hill, to replace the present quarters of Engine Company 17 and Ladder Company 7.

Work on the Broadway fire station is scheduled to start about March 1, 1927, and at Meeting House Hill about April 15, 1927.

Extensive maintenance work has been performed on the major fire apparatus of the department, and it is in first-class condition at the present time. Each of the fire boats was found to need extensive repairs, and approximately \$23,000 was paid to shipbuilding concerns to put these boats in condition to render the service for which they were designed.

Three divisions of the department were reorganized during the year in order to render more efficient service.

An executive secretary of the department was appointed to centralize the responsibility in the Headquarters Division.

The Fire Prevention Bureau, License Division and the Bureau of Building Survey and Inspection Division of the Uniform Force was abolished, and a Fire Prevention Division established under the direction of a superintendent.

The Bureau of Supplies and Repairs and the High Pressure Steam and Marine Engineering Service were

consolidated into the Maintenance Division and placed under the charge of a superintendent of maintenance.

All steam fire engines have been eliminated from service in the department and all engine companies are now equipped with gasolene pumping engines.

Two new companies have been established during the year, namely, Ladder Company 31 in East Boston, giving additional protection for this section of the city, and Rescue Company 2 in Roxbury, which will perform service similar to that performed by Rescue Company 1 in the city proper.

The Rules and Regulations are being revised and edited. The rules under which the department has been operating are obsolete and not adapted to modern practice. Many of the rules do not cover conditions which exist in the department today, due to many changes in the conduct of the fire departments, such as the introduction of motor apparatus, high pressure water system, the two-platoon system, etc.

One of the most beneficial steps taken to improve the morale of the department was the establishment of a drill school for all members of the department. In the past it has been the custom to send all probationers through the drill school before they are accepted as firemen. The men's training was neglected from then on, and because of lack of practice the lessons taught in the drill school were forgotten. Now all officers below the grade of district chief, and all privates regardless of their length of service, are compelled to attend the department drill school which has been in session daily for the past six months.

RECOMMENDATIONS.

1. The mutual aid system now in effect between the Boston Fire Department and the fire departments of adjoining municipalities should be thoroughly reconstructed and put upon a business basis. At present the Fire Commissioner of Boston has never been authorized by the City Council to send apparatus and men outside the city limits. The present system is very loosely drawn, and leaves some sections of the city without proper protection in the event of a large fire either in this city or in adjoining municipalities.

2. All single unit engine companies in the department should be made into double units. This should be accomplished by the purchase of additional hose cars.

3. A complete and scientific study should be made of the present distribution of fire stations throughout the city with a view to mobilizing more apparatus in central stations and eliminating some of the old stations. Many of the present stations are totally unfit for men to live in, and were located before the use of motor-driven apparatus was even thought of for the present equipment of the department. The majority of the stations of the department were built to accommodate horse-drawn apparatus when the department was operated on a call basis, and but a few men slept in the houses. While some changes have been made for the accommodation of the men, the quarters are in many cases unsuitable and unclean, and the buildings are so old and badly located as not to warrant extensive repairs and alterations. A rearrangement of the houses would result in a material reduction of stations with a great saving in cost of maintenance, give a better system of response to alarms, as well as improve the living conditions of the men.

4. In addition to planning for modern stations to take the place of buildings too old to be repaired, economically, many fire houses need extensive repairs and alterations to adapt them for the purposes for which they are now used. Many of our present stations have wooden floors and other conditions which if they existed in private buildings we would be obliged to order closed for noncompliance with the law.

5. False alarms constitute a menace to the city by having considerable sections without fire protection while apparatus is out of quarters. We have also had numerous complaints from individuals being unable to find fire alarm boxes at night. More light at our boxes, by either gas or electricity, would assist the citizens in finding the box at night as well as to discourage miscreants from pulling false alarms. The lighting of our boxes is not done by this department, but by the Public Works Department, and that department should be provided with funds for that necessary purpose.

6. New apparatus in the form of lighting equipment should be added to the fire-fighting machinery of the department. At the present time the men are literally obliged to fight fires "in the dark" and a study is being made to provide proper lighting at all fires.

7. Plans should be made for the enlargement of the present repair shop which was designed to accommodate horse-drawn apparatus. The present shop is overcrowded and accommodations should be provided for an addition to the present structure so that present equipment can be efficiently handled. The department garage and the fire alarm shop are now badly housed in old buildings located some distance from the main shops. These shops should be centralized with the other shops of this department in the additional building for the general repair shop.

Appended hereto are reports from the heads of various divisions of the department and tables, schedules, etc., showing the activities of the department.

Respectfully submitted,

E. C. HULTMAN,
Fire Commissioner.

REPORT OF THE CHIEF OF DEPARTMENT.

BOSTON, December 31, 1926.

FROM: THE CHIEF OF DEPARTMENT.
 TO: THE FIRE COMMISSIONER.
 SUBJECT: ANNUAL REPORT.

I beg to submit the following summary of activities of the department in general for the fiscal year of 1926:

FIRE LOSS.

Loss (exclusive of marine loss)	\$5,199,965 00
Marine loss	31,487 00
	<hr/>
Total loss	<u>\$5,231,452 00</u>
Number of alarms	7,870
Average loss each alarm	\$664 73
Number of actual fires	6,256
Average loss each fire	\$836 23

ADDITIONS AND CHANGES.

Apparatus.

April 30, 1926, an American-LaFrance Type 75 750-gallon combination pumper and hose motor car was placed in service with Engine Company 3. Weight, fully equipped without men, 12,000 pounds, seventy-two horse power, replacing a piece of apparatus of the same type, which was placed in reserve.

April 30, 1926, an American-LaFrance Type 75 750-gallon combination pumper and hose motor car was placed in service with Engine Company 25. Weight, fully equipped without men, 12,000 pounds, seventy-two horse power. This replaced a Christie tractor steam fire engine which was placed in reserve.

May 3, 1926, an American-LaFrance Type 75 750-gallon combination pumper and hose motor car was placed in service with Engine Company 4. Weight, fully equipped without men, 12,000 pounds, seventy-two horse power. This replaced a Christie tractor steam fire engine which was placed in reserve.

May 3, 1926, an American-LaFrance Type 75 750-gallon combination pumper and hose motor car was placed in service with Engine Company 38. Weight, fully equipped without men, 12,000 pounds, seventy-two horse power. This replaced a Christie tractor steam fire engine which was placed in reserve.

May 12, 1926, an American-LaFrance Type 75 750-gallon combination pumper and hose motor car was placed in service with Engine Company 28. Weight, fully equipped without men, 12,000 pounds, seventy-two horse power. This replaced a piece of apparatus of the same type which was placed in reserve.

May 15, 1926, an American-LaFrance Type 75 750-gallon combination pumper and hose motor car was placed in service with Engine Company 32. Weight, fully equipped without men, 12,000 pounds, seventy-two horse power. This replaced a piece of apparatus of the same type which was placed in reserve.

May 15, 1926, an American-LaFrance Type 17 four-wheel tractor 85-foot aerial truck was placed in service with Ladder Company 1. Weight, fully equipped without men, 17,000 pounds, seventy-two horse power. This replaced a piece of apparatus of the same type which was later placed in service at Ladder 31.

May 17, 1926, an American-LaFrance Type 17 four-wheel tractor 85-foot aerial truck was placed in service with Ladder Company 23. Weight, fully equipped without men, 17,000 pounds, seventy-two horse power. This replaced an American-LaFrance city service truck which was later placed in service at Ladder 6.

May 25, 1926, an American-LaFrance Type 14 city service truck was placed in service with Ladder Company 6. Weight, fully equipped without men, 11,500 pounds, seventy-two horse power. This replaced a piece of apparatus of the same type which was placed in reserve.

June 2, 1926, an American-LaFrance Type 75 combination hose and chemical car was placed in service with Engine Company 46. Weight, fully equipped without men, 10,500 pounds, seventy-two horse power. This replaced an American-LaFrance Type 10 hose car which was placed in reserve.

June 4, 1926, an American-LaFrance Type 75 combination hose and chemical car was placed in service with Engine Company 30. Weight, fully equipped without

men, 10,500 pounds, seventy-two horse power. This installation made this a two-unit company.

June 6, 1926, an American-LaFrance Type 17 four-wheel tractor 75-foot aerial truck was placed in service with Ladder Company 31. Weight, fully equipped without men, 17,000 pounds, seventy-two horse power. This installation was made necessary by the establishment of a new ladder company in East Boston, in place of Chemical Company 7 which was disbanded and the motor wagon formerly in service with Chemical Company 7 was later placed in service with Engine Company 11.

June 9, 1926, an American-LaFrance Type 75 combination hose and chemical car was placed in service with Engine Company 18. Weight, fully equipped without men, 10,500 pounds, seventy-two horse power. This replaced an American-LaFrance Type 10 hose car which was placed in reserve.

June 14, 1926, a Seagrave combination hose and chemical car, which was formerly in service at Chemical 7 was placed in service with Engine Company 11. Weight, fully equipped without men, 12,050 pounds, fifty-two and eight tenths horse power. This installation made this a two-unit company.

August 3, 1926, an American-LaFrance Type 14 city service truck was placed in service with Ladder Company 3. Weight, fully equipped without men, 11,500 pounds, seventy-two horse power. This replaced a Christie tractor city service truck which was placed in reserve.

August 5, 1926, an American-LaFrance Type 14 city service truck was placed in service with Ladder Company 20. Weight, fully equipped without men, 11,500 pounds, seventy-two horse power. This replaced a Christie tractor city service truck which was placed in reserve.

August 5, 1926, an American-LaFrance Type 14 city service truck was placed in service with Ladder Company 21. Weight, fully equipped without men, 11,500 pounds, seventy-two horse power. This replaced a piece of apparatus of the same type which was placed in reserve.

August 26, 1926, an American-LaFrance Type 14 city service truck was placed in service with Ladder Company 25. Weight, fully equipped without men,

11,500 pounds, seventy-two horse power. This replaced a Christie tractor city service truck which was placed in reserve.

October 27, 1926, an American-LaFrance Type 14 city service truck was taken from reserve service and placed in service with Ladder Company 30. Weight, fully equipped without men, 11,500 pounds, seventy-two horse power. This replaced a piece of apparatus of similar type which was placed in reserve.

December 10, 1926, an American-LaFrance Type 75 chassis with foam tanks was placed in service with Rescue Company 2 at the quarters of Ladder Company 4. Weight, fully equipped without men, 11,000 pounds, seventy-two horse power. This apparatus was installed on account of this new Rescue Company being put into operation on that date.

An American-LaFrance Type 17 four-wheel tractor, seventy-two horse power, is now being attached to Water Tower 1, in place of American and British tractor which has been dismantled for parts.

An American-LaFrance Type 17 four-wheel tractor, seventy-two horse power, was attached to the reserve water tower in place of American and British tractor which was dismantled for parts.

An American-LaFrance Type 17 four-wheel tractor, seventy-two horse power, 85-foot aerial truck was installed and placed in reserve service on August 3, 1926, replacing Christie tractor which was dismantled for parts.

An American-LaFrance Type 17 four-wheel tractor, seventy-two horse power, 85-foot aerial truck was installed and placed in reserve service on September 28, 1926. Weight, fully equipped without men, 17,000 pounds. This replaced a Christie tractor which was junked.

An American-LaFrance Type 17 four-wheel tractor, seventy-two horse power, 75-foot aerial truck was installed and placed in reserve service. Weight, fully equipped without men, 17,000 pounds. This replaced a Christie tractor which was junked.

Miscellaneous Automobiles.

A new Buick sedan was installed for service with the Fire Commissioner on June 21, 1926, replacing a similar type car which was traded in.

A new Buick coupe was installed for service with the Chief of Department on June 17, 1926, replacing a similar type car which was traded in.

A new Buick sedan was installed for service with the Superintendent of the Wire Division on March 6, 1926, replacing a Buick touring car which was traded in.

A Buick touring car was installed for service with the Chief of the Bureau of Supplies and Repairs on March 10, 1926, and later placed permanently in service with Deputy Chief of Division 1 on July 1, 1926, replacing similar touring car which was traded in.

A Buick touring car was placed in service with the Bureau of Supplies and Repairs on June 5, 1926, replacing similar type car which was placed in service with the Superintendent of the High Pressure, Steam and Marine Service.

A Buick touring car was placed in service with the Superintendent of the Fire Alarm Branch on January 9, 1926, replacing Buick roadster which was placed in service with the medical examiner.

A Buick touring car was placed in service with the Deputy Chief of Division 2 on March 11, 1926, replacing similar type of car which was placed in reserve and later traded in.

Four Buick roadsters were purchased and placed in service with various district chiefs, replacing three similar type cars which were placed in reserve and one which was demolished in an accident.

A Buick roadster was placed in service with the medical examiner on January 9, 1926, replacing similar type car which was placed in reserve and later traded in.

A Buick roadster was placed in service with the engineer of motor apparatus on July 12, 1926, replacing similar type of car which was placed in service with Engineer James Wall of the Bureau of Supplies and Repairs.

BUILDINGS.

The following new and alteration work has been completed during the fiscal year ending December 31, 1925:

At Engine 6, Leverett street, West End, alterations on main floor, extending main floor to rear of quarters, removing stalls and stall pans, changing locations of pole holes, repairing dormitory floor, new cellar stairs, new hose rack, new toilet on main floor and incidental work; also roof repairs.

At Engine Company 21, Columbia road and Annabel street, complete rebuilding of quarters, completing grounds, walks, planting, etc.

At Engine Company 26, Broadway, South End, Barnard Memorial razed by contractor and lot is now available for new quarters.

At Engine 42, Washington street, Egleston square, complete remodeling of quarters and adding another story to quarters, making same three stories high.

At Engine 43, Andrew square, South Boston, new boiler installed, oil burner installed, smoke pipe work in connection with same, incidental work and roofing repairs.

At Engine 45, Washington and Poplar streets, Roslindale, new type heater installed, smoke pipe work, changing of heating system, repairing water pipes, incidental work and roofing repairs.

At Engine 51, Oak square, Brighton, new drainage system in cellar, new sump, gasolene interceptor, removing toilet from cellar and building same at rear of main floor, installing additional radiators, installing kitchenette on second floor, painting doors, fence, terrazzo work in shower room, plaster repairs to main floor ceiling, repairing balcony railing and iron fence and renewing copper facings on doors.

At Ladder 12, Tremont street, Roxbury, remodeling second floor, work on main floor, altering stable, building kitchenette in rear of main floor, building new dormitory in rear, removing old lockers and building new lockers, terrazzo work in two shower rooms, terrazzo floors and base in sink room, dressing room and two toilet rooms, plastering same, cutting out new skylight, repairing old skylights, building new roof garden and patrol desk, etc.

At Ladder 17, Harrison avenue, South End, general remodeling of entire building.

At Engine 52, Callender and Lyford streets, Dorchester, building cement walk, foundations, walls, etc.

Third floor, Headquarters Building, Bristol street, South End, remodeling for offices of the Fire Prevention Division and Department Architect.

Fourth floor, Headquarters Building, Bristol street, South End, fitting out the former fire alarm rooms for offices of the Wire Division.

The following work is incomplete at this date:

Engine 26-35, Broadway, South End, new quarters.

Engine 17 and Ladder 7, Meeting House Hill, Dorchester, plans now being made for new quarters.

TOOLS AND APPLIANCES.

During the year four additional Ross thawing devices were purchased and installed on pumpers in the department.

Seven additional P. & Q. door openers were purchased and added to the equipment of Ladder Companies 2, 9, 12, 15, 23, 24 and 31, these tools having proven to be very efficient for the purpose required.

Four of the so-called "New York" bars were installed on Ladder Companies 1, 13, 17 and 18.

A Burrell all-service gas mask was placed in service with Ladder Company 31 and one of these masks was also installed on each deputy chief's car in the three divisions.

An H. & H. inhalator was purchased and added to the equipment of Ladder Company 31.

Seventeen foam type fire extinguishers were purchased and added to the equipment of various companies, this type of extinguisher being very efficient in extinguishing small oil fires, grease fires in connection with oil or gas stoves in restaurant and hotel kitchens.

APPARATUS AND EQUIPMENT.

Thorough inspections and tests of apparatus, equipment and hose were conducted at various times during the year, and where defects were found, replacements or repairs were made immediately, so that the efficiency of the department might be maintained at a high standard at all times.

MUTUAL AID.

The department responded to forty-eight (48) alarms of fire outside of the city limits, divided as follows:

Chelsea	1
Everett	1
Milton	23
Newton	3
Somerville	18
Watertown	1
Winthrop	1

It is a source of gratification to note that a great deal of good has resulted by this plan of interchange of service in time of urgent necessity.

DRILL SCHOOL.

During the year forty (40) appointees successfully passed the intensive course of instructions in the Department Drill School, together with two officers and eight members from other departments.

FIRE COLLEGE.

Eighty (80) officers from this department, together with twelve officers from suburban departments, attended the sessions of the Fire College and practically every subject in the fire service was treated upon in this course. With the completion of the final session of the Fire College during this year, every officer in the department below the grade of district chief has received the course of instructions during the past two years.

COMPANY DRILLS.

In addition to the usual drills of the department another form of drill was put into operation during the year whereby each company of the department on the day platoon drills for one half hour by raising, lowering and going over a thirty-foot ladder. Each member of the company, including the officers, takes each position and performs the various evolutions in connection with the handling of a thirty-foot ladder. This drill is performed daily, usually in the morning.

This form of drill has already resulted in the improved physical condition of the members of the department.

FIRE PREVENTION WEEK.

Fire Prevention Week was observed in this city during the week of October 3 to 10, 1926. All schools, both public and parochial, were visited by a member of the Fire Department and talks given on fire prevention. Fire drills were also held in all the schools. Some of the churches from which requests were received were also visited and talks given on fire prevention. A reel of moving pictures was exhibited at various moving picture theaters in different parts of the city and a talk on fire prevention given in conjunction with same. Copies of a proclamation issued by his Excellency the Governor of the Commonwealth of Massachusetts were distributed

to the department and posted on the station houses and other prominent locations. A supply of "Nearest Fire Alarm Box" cards was also distributed to the department with instructions to have same posted in various buildings where same would be utilized to the best advantage. In addition fire stations were open to the public between the hours of 12 and 9 p. m. for inspection and information as to how the department functions and on fire prevention matters, as well as instructions given as to the proper method of sending in an alarm of fire. In fact, every effort was made to impress upon the general public the necessity of taking every possible precaution against fire, not only as affecting their places of business or employment, but even more so, the importance of observing fire prevention in their homes for the protection of those near and dear to them.

HYDRANTS.

The following is a list of the hydrants in service for fire purposes, as of December 31, 1926, showing the number and different types of same:

Ordinary post	4,218
Boston post	3,052
Lowry	1,241
Boston Lowry	506
Bachelor and Finneran post	1,314
High pressure	451
Boston	247
Chapman post	181
Ludlow post	20
Matthew post	4
Coffin post	1
Total	<u>11,235</u>

HIGH PRESSURE SYSTEM.

The records of our two high pressure stations for the year are as follows:

	Station No. 1.	Station No. 2.
Total alarms to which pumps responded,	245	169
Total time pumps actually operated.	91 hours, 38 minutes	45 hours, 5 minutes
Water discharge recorded on Venturi meters.	475,000 gallons	71,000 gallons

(Owing to the construction of the Venturi meters, they do not record flows under 600 gallons per minute.)

During the year 1926, the High Pressure Fire System has been extended into the following streets:

Summer street, Atlantic avenue to Dorchester avenue.

Dorchester avenue, Summer to Congress streets.

Congress street, Estes place to Dorchester avenue.

Including the above outlined work, the High Pressure System now includes 16.80 miles of piping and 451 high pressure fire hydrants.

Once again the continued excellent work performed by this system during the year 1926 has demonstrated what a necessary adjunct it is to the fire-fighting force in the extinguishment of fires in the high value section of the city.

NEW COMPANIES ESTABLISHED.

On Monday, June 14, 1926, a new company known as Ladder Company 31 was established in the quarters formerly occupied by Chemical Company 7, Saratoga street, East Boston, equipped with an American-LaFrance 75-foot four-wheel tractor aerial truck. At the same time, Chemical Company 7 was disbanded and the members of the company reassigned. The motor wagon formerly in service at Chemical Company 7 was installed in the quarters of Engine Company 11, making it a two-unit company. With these changes, which were strongly recommended by the National Board of Fire Underwriters in their 1925 report on the City of Boston, the East Boston district is now afforded more adequate fire protection than ever before.

On Friday, December 10, 1926, a new company known as Rescue Company No. 2 was established in the quarters of Ladder Company 4, Dudley street, Roxbury. This company is equipped with a motor driven car, American-LaFrance Type 75, with Foamite Childs equipment installed, including Foamite tanks, etc., two Burrell all service gas masks, elevator rescue outfit, various tools, extinguishers, life line, jimmy, etc. The establishment of this company fills a long needed requirement for a rescue company in that section of the city, and the apparatus is also available for oil fires in any section of the city, if needed, for which foam is particularly adapted.

RECOMMENDATIONS.

The following is a list of new apparatus which in my opinion is required to place the department on an efficient basis and provide for an adequate reserve:

I recommend that new hose wagons be supplied to the following companies which are at present single units, thereby making them double unit companies and increasing their efficiency 100 per cent:

Engine Companies 2, 16, 19, 20, 32, 49, 51, 52 and 53, total, nine companies.

Reserve wagons 301 and 302 to be replaced with new hose wagons. The new wagons to be placed in Engine Companies 6 and 41 and these wagons placed in reserve.

Ladder Companies 10, 29 and 30 to be replaced with new six-cylinder city service trucks. The old trucks to be placed in reserve and old Christie tractors to be discarded.

Two new four-wheel tractors for Water Tower 403 (Tower 3) and 404 (Tower 2).

One spare tractor to be used while tractors on aerial trucks and water towers are undergoing repairs.

The pumpers in service in the department are all in good condition and our reserve consists of eight pumps, which I consider an adequate reserve.

With the purchase of this amount of new apparatus, eleven hose wagons, three city service trucks and three type 17 tractors, the department would be placed on a very efficient basis and would complete the plan of making all engine companies two units which was started several years ago. It would also permit of the discontinuing the use of the Christie tractor which has outlived its usefulness and is a very undesirable unit for this department.

With the rearrangement of our apparatus we would then have the following reserve:

Seven hose wagons; eight pumpers; five city service trucks; one water tower; three aerial trucks; one spare tractor.

New Buildings.

Engine 2 — Ladder 19.— I recommend the erection of new quarters housing both of these companies in the vicinity of Broadway and L street. In the near future the territory along Summer and L streets will be built up with manufacturing and mercantile buildings requiring proper fire-fighting facilities for their protection.

Engines 4 and 6 — Ladder 24.— These companies now occupy antiquated, unsanitary and poorly located quarters. They are, in fact, a disgrace to the city and not at all in line with other recent improvements in this section of the city. A new combination house on a wide centrally located street is a crying necessity.

Engine 3 and Ladder 3.— The present building is old, somewhat shaky, unsanitary and should be rebuilt rather than have the large amount of money spent upon it which would be required to help improve it. New building recommended.

Engine 13.— Old, antiquated and unwholesome building. A shame to fireproof at large expense. New building recommended.

Engine 16 and Ladder 6.— Old, poorly arranged buildings; should come down and new building erected.

Engine 18.— Engine Houses 16, 17, 18, 19, 20 and 21 were erected at the time of annexation of Dorchester to Boston and all are in an old and dilapidated condition. Engine 21 has recently been rebuilt, Engine 17 has an appropriation and the plans are going forward for a building commensurate with its location. Engine 18 should be rebuilt.

Engine 19.— In the list just mentioned hereinbefore, is included this building which is also too small for the company's needs. New building recommended.

Engine 20 and Ladder 27.— For many years this location has been condemned by various interests. A new building on a new site is recommended.

Engine 23.— This old building, located on Northampton street, is narrow, jammed in between other buildings and should have a new building on a more commodious lot.

Engine 37 and Ladder 26.— The large expense of fireproofing and remodeling this building does not seem warranted. It is located in a growing and important locality in the vicinity of several hospitals. It is almost impossible to house an 85-foot ladder and get away from the building. The roof construction is such that there is not ample head room for tillerman. Would recommend a new building.

Remodeling, Fireproofing, Etc.

Engine 29 and Ladder 11.— This house should have first consideration under the above heading. Drop the floor 2 feet in order to obtain proper headroom and

lower pitch or ramp into building. New concrete floor, fireproofing treatment of sidewalls and ceilings, various improvements on second floor.

Engine 11 and Ladder 21.—This structure is fairly modern and its condition warrants fireproofing with alterations.

Engine 45 and Ladder 16.—This structure warrants going ahead with fireproofing and improvements.

The following is a list of houses which still have wood floors and consequently are not complying with the law for housing motor vehicles. They should be given consideration for reinforced concrete floors, fireproofing and remodeling:

Engine 9 and Ladder 2.	Engine 22 and Ladder 13.
Engine 24.	Engine 30 and Ladder 25.
Engine 32.	Engine 34.
Engine 36 and Ladder 22.	Engine 48 and Ladder 28.
Ladder 9.	Ladder 12.
Ladder 23.	

There are a number of wooden floors in various houses in the department which were loaded with a fireproofing coat of 3 inches to 4 inches of concrete. In most cases this is badly cracked and the whole floor will have to be removed and a reinforced concrete slab substituted. One such house needs this treatment at once, namely, Ladder 5 and Engine 1.

The department garage needs a new floor on top of old sunken one. The building itself is not adequate and a large convenient site should be obtained and a new building built as soon as possible.

CONCLUSION.

To the Boston Board of Fire Underwriters, the National Board of Fire Underwriters, the New England Insurance Exchange and the National Fire Protection Association, who so kindly co-operated with this department in the carrying out of many progressive measures, I wish to extend my sincere appreciation. Also I desire to extend my thanks to the various municipal departments, public service corporations and the Boston Protective Department, which rendered valuable service during the past year.

Finally, to the members of the department who so devotedly and efficiently performed their many difficult and at times hazardous duties, I wish to express my heartfelt gratitude, and it is my sincere hope that the department will continue to maintain its position among the leading fire departments in the entire world, by rendering the same high standard of service as in the past.

Respectfully,

DANIEL F. SENNOTT,
Chief of Département.

REPORT OF THE FIRE ALARM DIVISION.

BOSTON, December 31, 1926.

FROM: THE SUPERINTENDENT OF FIRE ALARM.
 TO: THE FIRE COMMISSIONER.
 SUBJECT: ANNUAL REPORT.

I herewith submit the annual report of the Fire Alarm Division for the year ending December 31, 1926.

OPERATING RECORDS.

First alarms	3,706
Second alarms	54
Third alarms	16
Fourth alarms	1
Total	<u>3,777</u>

BOX ALARMS RECEIVED BUT NOT TRANSMITTED.

Same box received two or more times for same fire	324
Adjacent boxes received for same fire	259
Received from boxes but treated as stills	19
Total	<u>602</u>

STILL ALARMS RECEIVED AND TRANSMITTED.

Received from citizens (by telephone)	2,709
Received from Police Department (by telephone)	264
Received from Fire Department stations	1,186
Received from boxes but treated as stills	19
Mutual aid alarms, adjacent cities and towns, classified as stills	53
Emergency services, classified as stills	58
Total	<u>4,289</u>

Still alarms received by telephone for which box alarms were later transmitted	287
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AUTOMATIC AND A. D. T. ALARMS.

Boston Automatic Fire Alarm Company: Transmitted by company to department stations	140
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FIRE DEPARTMENT.

21

Department box alarms transmitted in connection with same:	
Before automatic alarm	7
After automatic alarms	8
American District Telegraph Company:	
Received at Fire Alarm office	37
Department box alarms transmitted in connection with same:	
Before A. D. T. alarm was received	6
After A. D. T. alarm was received	2
Received after still alarm was transmitted	3
A. D. T. alarms transmitted to department	28

SUMMARY OF ALARMS.

Alarms received:	
Box alarms, including multiples	4,379
Still alarms, all classes	4,289
Boston automatic alarms	140
A. D. T. alarms	37
Total received from all sources	8,845
Exclude following duplications:	
Box alarms received but not transmitted	602
Still alarms for which box alarms were transmitted	287
Automatic alarms for which box alarms were transmitted	7
A. D. T. alarms for which other alarms were previously transmitted	6
Total duplications eliminated	902
Total alarms, with duplications eliminated, to which apparatus responded	7,943

FIRE ALARM BOX RECORDS.

Boxes from which no alarms were received	399
Box tests and inspections	9,633

(NOTE: All keyless doors are tested weekly.)

EXTERIOR WORK DONE.

Considerable work was done during the past year to improve outside conditions in the fire alarm system especially concerning circuits. Seven new box circuits, four tapper circuits and three gong circuits were made and other circuits were rearranged to make them more uniform. With but one or two exceptions no circuit now has more than the required number of boxes or other apparatus connected.

This department installed 28 new boxes, 6 were installed by the Schoolhouse Department and 7 were installed on private property; 2 boxes were relocated and 10 were removed from service. All boxes and posts were painted.

Because of the delay in receiving cable from the manufacturer only about one half of the underground cable work planned was done. Approximately 22,450 feet of cable for extension of underground system was installed and about 12,350 feet was used to replace defective cables or those too small for requirements. About 3,770 feet of ducts were laid underground, 31 box posts and 5 cable posts were set, 14 box posts damaged by vehicles were replaced by new posts and 52 other posts damaged had parts replaced. Because of change in street lines 3 posts were relocated. Two manholes and 2 handholes were built. Many changes and additions to electrical equipments in department stations were made for the betterment of the service.

UNDERGROUND CABLES INSTALLED.

East Boston.

	Cond.	Feet.
Bennington street, from Brooks street to Prescott street	10	1,817
To connect Box 644, White street	6	495

City Proper.

Post and building connections	61	22
Post and building connections	20	68
Post and building connections	10	148
Post and building connections	6	25
Post and building connections	4	400

South Boston.

Dorchester street, from Fourth street to Eighth street (replacing 6 conductor cable)	19	1,818
To connect Ladder 19 house	15	375
East Broadway, from O street to P street	6	664
L street, from East Broadway to East Sixth street	6	989

Roxbury.

Beacon street, from Brookline avenue to Maitland street (replacing 6 conductor cable)	10	1,832
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FIRE DEPARTMENT.

23

	Cond.	Feet.
Beacon street from Maitland street to Audubon circle (replacing 4 conductor cable)	10	1,054
Post and building connections	6	190

Dorchester.

Washington street, from Erie street to Park street (replacing 10 conductor cable)	19	3,653
Harvard street, from Washington street to Engine Company 18	19	565
Dorchester avenue, from Engine Company 46 to Codman street	10	2,667
Oakland street, from Mattapan square to Richmond road	6	2,528
To connect Box 3521	6	810
Pole and building connections	10	723
Post and pole connections	6	486

Jamaica Plain and West Roxbury.

Centre street, from Moraine street to Engine Company 28	19	2,720
Centre street, from Engine Company 28 to Eliot street	10	1,290
Beech street, from Orange street to Colberg avenue	6	1,565
Post and pole connections	10	75
Post and pole connections	6	185

Brighton.

Washington street, from Winship street to Academy Hill road	10	695
Cambridge street, from Sparhawk street to Washington street	6	1,139
Warren street, from Commonwealth avenue to Woodstock avenue	6	1,815

BOX POSTS INSTALLED WITH DUCT LENGTHS.

East Boston.

	Feet.
White and Eutaw streets	6

City Proper.

Poplar and Chambers streets	13
Columbus avenue, Stuart and Arlington streets	50

South Boston.

West First and C streets	19
West First and E streets	8
West First and East First streets	14

	Feet.
West Second and D streets	4
Baxter and D streets	114
West Sixth and E streets	274
East Eighth and Old Harbor streets	12
East Eighth and G streets	26
East Eighth and H streets	16
East Eighth and K streets	12
East Ninth and Mercer streets	181
Marine road and I street	15
Marine road and L street	31
East Broadway and P street	19

Dorchester.

East Cottage and Batchelder streets	103
Savin Hill avenue and Saxton street	14
Freeport and Beach streets	96
Washington and Codman streets	16
Washington street at No. 1051	24
Morton and Sanford streets	23
Morton and Oakridge streets	36
Morton and Harvard streets	6
Callender and Lyford streets	11
Jones avenue and Mascot street	33

Roxbury.

Norfolk avenue and Magazine street	20
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West Roxbury.

Washington street at Granfield avenue	64
Washington street at Denton terrace	13
Beech and Eastbourne streets	27

BOX POST REMOVED FROM SERVICE.

Clinton street opposite Blackstone street.

BOX POSTS REPLACED BY NEW.

(Broken by Vehicles.)

- Marlborough and Gloucester streets.
- Chestnut avenue and Green street.
- Tremont and Parker streets.
- Bunker Hill and Vine streets.
- Strathmore and Sutherland roads.
- Harrison avenue opposite Sharon street.
- Albany and Yeoman streets.
- Edward Everett square.
- Huntington and Longwood avenues.
- Richmond and Commercial streets.
- Washington and Matchett streets.

Dudley street and Guild row.
 Roxbury and Centre streets.
 Charlesgate West and Newbury street.
 Fifty-two other posts were broken and parts were replaced.

BOX POSTS RESET.

(Out of Plumb or Loose in Ground.)

Florida and Templeton streets.
 Ipswich and Lansdowne streets.
 Hanover and Parmenter streets.
 Commercial and North Market streets.
 Main and Miller streets (new gas connection).

POSTS RELOCATED.

(Change of Curb Line.)

Cambridge and South Russell streets.
 Tremont street, near Warrenton street.
 Washington and Thorndike streets.

NEW TEST POSTS.

	Feet.
Cambridge and North Grove streets	48
Atlantic avenue and Congress street	24
West Broadway and D street	21
Dorchester avenue and Freeport street (4 ducts)	23
Blue Hill avenue and Fremont street, replacing cable box on pole.	

NEW CONDUIT.

White street, from Brooks street to Eutaw street	329
Morton street, at Harvard street (2 ducts)	44

NEW MANHOLES AND HANDHOLES.

West Second and D streets.
 Morton and Harvard streets.
 White street, at East Boston High School (2 handholes).

DUCTS REPLACED.

Warren avenue, near bridge (Box 481)	22
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DUCTS ABANDONED.

Standard street, at River street	76
Allston street, at Washington street	153
Warren street, at Commonwealth avenue	50
Oakland street, at Blue Hill avenue	179

NEW POLE CONNECTIONS.

Brooks street, at White street	129
E street, at West First street *	122
F street, at West First street	163
East Eighth street, at L street	153
Norfolk avenue, at Magazine street	102
George street, at Magazine street (north)*	152
George street, at Magazine street (south)*	147
Norfolk avenue, at Proctor street	48
Kimball street, at Dorchester avenue	92
Greenwich street, at Dorchester avenue	8
Park street, under railroad	165
Groveland street, at River street	215
Harvard street, at Morton street	139
Woodland road, at River street	149
Huntington avenue, at River street	103
Belnel road, at River street	43
Evergreen street, at South Huntington avenue	194
Nikisch avenue, at Beech street	166

PUBLIC FIRE ALARM BOXES INSTALLED.

1519.	Columbus avenue, Stuart and Arlington streets.
2495.	Winchester and Lila roads.
2519.	Washington street and Granfield avenue.
2527.	Neponset avenue and Grover street.
253.	Sycamore and Brookdale streets.
2537.	Mt. Hope and Brook streets.
2551.	Canterbury and Ashland streets.
2567.	Washington street, at Denton terrace.
257.	Nikisch avenue and Brahms street.
2577.	Mansfield street and Weeks avenue.
264.	Bellevue and Martin streets.
2667.	Hinsdale and Trevore streets.
2717.	Selwyn and Knoll streets.
2727.	Cerdan avenue and Bellaire road.
2728.	Weld street and Ravenna road.
2747.	Vermont street, opposite No. 59.
2758.	Lasell and Atlantis streets.
3246.	Savin Hill avenue and Saxton street.
3255.	Savin Hill avenue and Evandale terrace.
3257.	Grampian way, opposite No. 29.
337.	Callender and Lyford streets.
341.	Greenwich street and Fenton place.
3517.	Capen and Fuller streets.
3521.	Jones avenue and Mascot street.
3623.	Carruth street and Elm avenue.
371.	Coronado and Belnel roads.
3812.	Austin and West streets.
3813.	Austin and Beaver streets.

* Installed by Telephone Company for this department.

SCHOOLHOUSE BOXES INSTALLED.

216. Memorial High School, Townsend street.
 2184. Walnut avenue and Crawford street, auxiliary to Morrison Estate School.
 2663. Washington street and Intervale avenue, auxiliary to Beethoven School.
 3278. Grover Cleveland School, Charles street.
 61. Donald McKay School, School street.
 644. White and Eutaw streets, auxiliary to East Boston High School.

PRIVATE FIRE ALARM BOXES INSTALLED.

1378. State House, Mt. Vernon street entrance.
 1379. State House, Ashburton place entrance.
 1465. Keith-Albee Boston Theatre.
 1477. Metropolitan Theatre.
 2122. Dudley Theatre, Washington street, near Palmer street.
 2359. Deaconess Hospital, Pilgrim road.
 3555. Walter Baker & Co., Central avenue.

FIRE ALARM BOXES RELOCATED.

- 13-51. From Chelsea Police Station to Chelsea Fire Headquarters.
 2663. From Washington street, opposite Edgemere road to Washington street and Intervale avenue.

FIRE ALARM BOXES REMOVED FROM SERVICE.

1312. Moxie Company, Haverhill street.
 2184. Walnut avenue and Crawford street.*
 2242. Boston Belting Company, Linden Park street.
 2247. Myles Standish School, Roxbury street.
 2464. Washington street, near Arborway.
 2663. Washington street, opposite Edgemere road.*
 3197. Boston Elevated car barn, Grove Hall.
 430. Oliver Holden School, Pearl street.
 629. Atlantic Works, Border street.
 644. White and Eutaw streets.*

FIRE ALARM BOXES IN SERVICE.

Total number	1,372 .
Owned by Fire Department	963
Owned by Schoolhouse Department	237
Owned by Boston Automatic Fire Alarm Company	55
Privately owned	117

* Fire Department boxes removed from service and schoolhouse boxes installed in place thereof.

DEPARTMENT BOXES.

On box posts	547
On poles	398
On buildings	15
In buildings	3
Equipped with keyless doors (bell ringing attachment),	869
Equipped with keyless doors (glass guards)	49
Equipped with "quick-action" doors	39
Equipped with key doors	6
Equipped with auxiliary attachments	2
Succession type	307
Designated by red lights	567

SCHOOLHOUSE BOXES.

On box posts	43
On poles	18
On buildings	112
In buildings	64
Equipped with keyless doors	182
Equipped with key doors	55
Equipped with auxiliary attachments	198
Succession type	105
Designated by red lights	39

BOSTON AUTOMATIC FIRE ALARM BOXES.

On poles	5
On buildings	16
In buildings	34
Equipped with keyless doors	9
Equipped with key doors	46
Equipped with auxiliary attachments	54
Succession type	3

PRIVATE BOXES.

On poles	7
On buildings	38
In buildings	72
Equipped with keyless doors	14
Equipped with key doors	97
Equipped with "quick-action" doors	6
Equipped with auxiliary attachments	15
Succession type	70

FIRE ALARM BOXES IN DISTRICTS.

District 1	80	District 9	106
District 2	68	District 10	107
District 3	35	District 11	122
District 4	88	District 12	99
District 5	52	District 13	138
District 6	93	District 14	112
District 7	86	District 15	82
District 8	103		

CLASSIFICATION OF FIRE ALARM BOXES.

Academies	4	Public hall	1
Adjoining city	1	Pumping station	1
Armory	1	Railroad shops	5
Asylums	4	Railroad stations	5
Car houses	9	Railroad yards	12
Cemetery	1	Retail stores	4
Church	1	Restaurant	1
City yards	2	Schoolhouses (public)	237
Homes for aged people,	2	Schoolhouses (p a r o-	
Hospitals	22	chial)	2
Hotels	4	Stock yards	1
Manufacturing plants,	26	Street boxes (public)	952
Museum	1	Theatres	28
Navy Yards	8	Warehouses	8
Office buildings	8	Wharves	9
Power stations	7	Wholesale houses	4
Prison	1		

POSTS AND CABLE TERMINAL BOXES.

Box posts in service	590
Box posts installed but not yet used	22
Cable posts in service (large size)	75
Cable posts in service (small size)	21
Pole cable boxes in service (underground connections)	262

CIRCUITS.

Box circuits	73
Tapper circuits	18
Gong circuits	16
Special signal circuits	3
Telephone lines to department stations	64
Telephone lines to Roxbury Exchange	2
Telephone lines to Kenmore Exchange	10

There are telephone lines to the Protective Department, A. D. T. Company and Boston Automatic Fire Alarm Company and tie lines to switch boards at Police Headquarters, Edison Electric Illuminating Company and to the Wire Division of the Fire Departments.

FIRE ALARM APPARATUS.

Tappers in service	166
Boston tappers in adjoining cities and towns	6
Tappers connected to systems of adjoining cities and towns in Boston stations	6
Gongs in service	113
Registers in service, outside of fire alarm office	31
Relays in service, outside of fire alarm office	22
Telephones on department lines	148
Public telephones rented by department	17

SUMMARY OF WORK DONE.

	Feet.
Line wire used in new work and replacements	61,270
Line wire removed from service	17,240
Aerial cable installed	2,865
Conductors in same	5,730
Aerial cable removed from service	19,774
Conductors in same	165,986
Underground cable installed in telephone ducts	26,972
Conductors in same	304,073
Underground cable installed in department ducts	4,838
Conductors in same	47,502
Total underground cable installed	31,810
Conductors in same	351,575
Underground cable replaced (due to defects)	4,677
Conductors in same	103,015
Conduits laid by Fire Department	3,658
Ducts abandoned	458
Manholes built	2
Handholes built	2
Fire alarm boxes installed by this department	28
Fire alarm boxes installed by Schoolhouse Department	6
Fire alarm boxes installed on private property	7
Fire alarm boxes removed from service	10
Fire alarm boxes relocated	2
Box posts installed	31
Box posts relocated	3
Box posts reset or replaced by new	14
Box posts removed	1
Cable posts installed	5
Underground cable boxes attached to poles	9
Underground cable boxes removed from service	5

Respectfully,

GEORGE L. FICKETT,
Superintendent of Fire Alarm.

REPORT OF THE MAINTENANCE DIVISION.

BOSTON, December 31, 1926.

FROM: THE MAINTENANCE DIVISION.
 TO: THE FIRE COMMISSIONER.
 SUBJECT: ANNUAL REPORT FOR 1926.

I report that the following is a summary of the activities and work performed by the Maintenance Division for the period commencing January 1, 1926, to December 31, 1926, inclusive.

Extensive repairs and alterations to various quarters as follows:

Engine Companies 6, 21, 26, 42, 43, 45, 51 and 52.
 Ladder Companies 12 and 17.
 Headquarters, third floor.
 Headquarters, fourth floor.
 Maintenance Division.

Number of jobs performed by department mechanics on department buildings or property,	1,178
Cost	\$52,372 67
Number of jobs performed by outside concerns on department buildings	109
Cost	\$136,112 07
Various jobs performed by company members, stock being furnished:	
Cost	\$840

The following company quarters had spaces set aside and were used by the Board of Election Commissioners as polling places:

Engines 13, 19, 29, 33, 36, 46, 49, 51 and Ladder 9.

New house heaters installed at the quarters of Engines 43 and 45. Oil burners installed at the quarters of Engines 21, 43 and Ladder 17.

Galvanized chain link woven wire fences installed at the quarters of Engines 28 and 32.

Canvas roof garden awnings installed at the following company quarters: Engines 5, 22, 23, 40, 43, 50, 51 and Ladders 2, 4, 13 and 18.

Canvas window awnings installed at the following company quarters: Engines 3, 5, 9, 15, 18, 20, 22, 25 and Ladders 2, 3, 6, 8, 13, 19 and 23.

Lungmotor installed on Rescue 1.

Burrell All-Service Company, 10 gas masks installed as follows: Deputy 1 car, deputy 2 car, deputy 3 car, Ladders 1, 31 and Rescue 2.

New pool tables installed at the quarters of Engines 21, 42 and Ladder 17.

Pool tables at the following companies overhauled or repaired: Engines 1, 3, 5, 7, 12, 14, 27, 28, 29, 33, 36, 37, 38-39, 44, 45, 48, 52, 53; Ladders 3, 4, 8, 31; Rescue 1.

Air compressor installed at Wareham Street Garage.

New 550-gallon gasoline storage tank and 1-gallon pump installed at the quarters of Ladder Company 17.

New 500-gallon gasoline storage tank and 1-gallon pump installed at Engine Company 21 quarters.

New 550-gallon gasoline storage tank and 1-gallon pump installed at the quarters of Engine Company 11.

Swinging arm installed on gasoline storage tank at the Wareham Street Garage.

Painting jobs performed by outside concerns at the Maintenance Division Repair Shop and Fire Alarm Quarters, 11 Wareham street.

Roofing repairs performed by outside concerns at the following company quarters: Engines 1, 2, 3, 5, 6, 8, 9, 13, 19, 20, 22, 25, 28, 29, 30, 33, 35, 36, 37, 38-39, 40, 41, 42, 43, 44, 45, 49, 50, 51, 52 and Ladders 1, 5, 8, 9, 12, 15, 19; Rescue 1 and Headquarters (Drill School Shed).

Plastering jobs performed by outside concerns at the following company quarters: Engines 10, 27, 38-39; Ladders 1, 6, 12 and 19.

Window and door screens furnished by outside concerns at the following company quarters: New Fire Alarm Headquarters, Engines 11, 22, 29, 41, 46 and Ladders 12, 17 and 19.

Window shades furnished by outside concerns at the following company quarters: Engines 1, 4, 5, 7, 10, 15, 20, 21, 28, 30, 33, 34, 37, 41, 48, 52, 53; Ladders 9, 12, 17, 19, 20, 22; Wire Division Headquarters and third floor Headquarters Building.

Main doors installed at the following company quarters: Engines 1, 10, 18 and Ladder 1.

Mattresses and pillows renovated at the following company quarters: Engines 1, 3, 4, 7, 8, 9, 11, 12, 13, 15, 17, 18, 20, 21, 23, 24, 25, 27, 28, 32, 33, 35, 44, 49, 50; Ladders 2, 3, 5, 8, 10, 12, 15, 17, 27; Rescue 1 and Towers 1 and 2.

Foam type extinguishers furnished to the following companies: Engines 1, 4, 5, 6, 9, 15, 22, 25, 28, 48; Ladders 4 and 31 for oil fires in quarters as these quarters are equipped with oil burner heating systems.

Foam Fire Department type extinguishers furnished to Engines 4, 6, 7, 8, 10, 29, 34, 41, 51; Ladders 1 and 17.

Carbic lights installed on the following ladder trucks: Ladders 2, 9, 11, 13, 18 and 23. These lights were furnished in order to provide better lighting facilities at the scene of fires.

Blanchard adjustable angle nozzles installed on Engines 1, 3, 8, 9, 18, 33, 36, 45, 48 and one in reserve at Maintenance Division Storeroom.

Metal lockers furnished to the following company quarters: Engines 3, 12, 28, 45, 48; Ladders 6, 16 and Rescue 2.

Mattress and blanket rack installed in Maintenance Division Storeroom by an outside concern.

New life nets purchased and installed on the following apparatus: Engines 10, 14, 25, 52, 53; Ladders 2, 31 and Rescue 2.

Paige and Quinlan door openers installed on the following apparatus: Ladders 1, 2, 4, 8, 9, 12, 13, 15, 18, 23, 24, 31; Rescue 1 and 2.

New York bars installed on the following apparatus: Ladders 1, 11, 13, 17 and 18.

Entorf gasoline filters furnished to the following company quarters: Wareham Street Garage, Maintenance Division, Engines 1, 11, 13, 29, 37, 51; Ladders 1, 8, 13 and 15.

One set of Ever-Safe high voltage tongs installed on Rescue 1. This set of tongs is to be used for the handling of highly charged electric wires.

Universalites installed on the following apparatus: Ladders 1, 2, 4, 5, 8, 9, 12, 13, 15 and 17.

One Putnam automatic power engine sold at auction.

For the convenience and comfort of the members stationed at the various quarters the following articles were purchased and distributed:

38 rugs.	157 chairs.
75 dozen sheets.	4 bedsteads.
100 dozen slips.	5 tables.
8 $\frac{1}{4}$ dozen spreads.	1 desk.
16 $\frac{1}{2}$ dozen roller towels.	1 chiffonier.
7 $\frac{1}{2}$ dozen hand towels.	36 square yards linoleum.

FURNITURE REPAIRED.

Number of jobs performed by department mechanics	108
Cost	\$630 22
Number of jobs performed by outside concerns	90
Cost	\$3,115 77

MOTORLESS VEHICLE ACTIVITIES.

Four horse-drawn steam fire engines were taken to the Veterinary Hospital Yard and auctioned off by the Municipal Auctioneer.

Old horse-drawn steam fire engine No. 6 was turned over to the Institutions Department on September 23, 1926.

Sleds and pungs for salting hydrants furnished to several companies.

Number of repairs to salt wagons and pungs by department mechanics	23
Cost	\$560 87

MOTOR ACTIVITIES.

Thirty-two (32) motor vehicles purchased, tested and placed in service, viz.:

- 4 American-LaFrance city service trucks.
- 6 American-LaFrance pumping engines.
- 3 American-LaFrance combination chemical and hose cars.
- 2 American-LaFrance aerial ladder trucks.
- 5 four-wheel American-LaFrance tractors.
- 2 Buick sedans.
- 1 Buick coupe.
- 2 Buick touring cars.
- 4 Buick roadsters.
- 1 Ford roadster.
- 1 Ford coupe.
- 1 Reo commercial truck.

CARS TURNED IN.

- 1 Buick sedan.
- 1 Buick coupe.
- 1 Reo commercial truck.
- 4 Buick touring cars.
- 3 Buick roadsters.

APPARATUS PAINTED BY SHOP MECHANICS.

- 2 Buick touring cars.
- 1 Ford roadster.
- 1 Ford truck.
- 2 Hose cars.
- 1 Pumper.
- 9 Salt pungs.
- 4 Salt wagons.
- 1 Buick coupe.
- 1 Ladder truck.
- 3 Buick roadsters.

MOTOR VEHICLES PAINTED BY OUTSIDE CONCERNS.

Owing to lack of space and facilities at the Maintenance Division Repair Shop, the following number of motor vehicles were painted by outside painting concerns:

- 6 Pumpers.
- 4 Ladder trucks.
- 1 Touring car.
- 3 Roadsters.
- 8 Hose cars.
- 1 Water tower.

23 Total.

Our motor equipment at the present time consists of the following:

TYPE.	In Service.	In Reserve.
Pumping engines.....	50	8
Steam engines (tractor).....		3
Hose cars.....	41	7
Aerial ladder trucks.....	16	3
City service ladder trucks.....	15	7
Water towers.....	3	1
Chief officers' cars.....	31	10
School car.....	1	
Rescue cars.....	2	
Fuel cars.....	2	
Portable lighting plant.....	1	
Wrecking car.....	1	
Motor cycle (fire patrol).....	1	
Commercial trucks.....	7	
Emergency cars (Ford).....	5	
Roadsters (Ford).....	5	

The following pieces of motor apparatus were given a general overhauling by shop mechanics during the year:

Pumpers.— Engines 2, 7, 10, 22, 26, 27, 33, 53; Reserve 129-P and Reserve 132-P.

Hose Cars.— Engines 5, 7, 8, 22, 23, 33, 39 and 42.

Ladder Trucks.— Ladders 14 and 30.

Buick Cars.— Districts 8, 12, 14, 15.

Ford Truck.— Wire Division No. 418.

Ross thawing devices installed on the following pumping engines: Engines 3, 4, 25 and 38.

New pump installed on Pump School Pump, Serial No. 137-P.

Hose cars at Engines 30 and 46 fitted with deck guns.

Motors rebuilt on the following apparatus by shop mechanics: Engine 9 pump, Ladder 12, Reserve truck 216-T; Reserve 222-T.

Engine 19 pump, new Seagrave motor installed.

Winter side enclosures installed on Buick cars 085,087 and 094.

Vertical capstan winch and power take-off installed on Fire Alarm G. M. C. truck No. 422.

One new Reo chassis placed in service with the Fire Alarm Branch.

Knox hose wagon, serial 307, sold to Newton Fire Department.

The following apparatus was towed or driven to the Veterinary Hospital Yard and sold at public auction during the year:

CHRISTIE TRACTOR DRAWN STEAM FIRE ENGINES.

105-T	109-T	117-T
106-T	110-T	118-T
107-T	115-T	119-T
108-T	116-T	122-T

CHRISTIE TRACTOR DRAWN CITY SERVICE LADDER TRUCKS.

215-T	218-T
216-T	222-T

Velie hose car, serial No. 309.

Self-propelled steam fire engines Nos. 35 and 38.

Upon the request of the Board of Street Commissioners 24 omnibuses were inspected by the Supervisor of Motor Apparatus, passed and reports forwarded on same. This duty was later taken away and performed by the Public Works Department.

One thousand five hundred and forty-six complete

inspections of motor vehicles made by the Engineer of Motor Apparatus, James W. Ryan.

Three thousand four hundred and three calls responded to by the emergency crews.

Number of repairs on apparatus by department mechanics	5,515
Cost	\$85,230 50
Number of repairs on apparatus by various outside concerns	675
Cost	\$10,555 00

Not having proper facilities at the Maintenance Division Repair Shop certain articles were repaired by outside concerns, namely, springs, fenders, wheels, storage batteries, carburetors, siren horns, pressing on and off solid tires, etc.

MOTOR PUMP SCHOOL.

Motor Pump School was uninterruptedly maintained from April 24 to July 9, inclusive.

During this period eight classes were held.

Forty-nine members of our department were instructed in the care and operation of motor fire pumps.

On the completion of each class the men attending same were examined and furnished with certificates confirming them as motor pump operators.

At the close of the school session the Engineer-Instructor inspected all thawing devices.

CHAUFFEUR SCHOOL.

All new members entering the service were given instructions in the care and operation of motor vehicles.

Special instructions were given to members of aerial ladder companies where four-wheel tractors were installed.

All members of the department certified as operators and not having a state license were examined by inspectors from the State Registry of Motor Vehicles for same.

HOSE.

<i>Purchased.</i>	Feet.	<i>Condemned.</i>	Feet.
Leading cotton hose	17,800	Leading cotton hose	10,800
$\frac{3}{4}$ -inch chemical hose	1,000	3-inch flexible suction	195
1-inch deck hose	290	$3\frac{1}{2}$ -inch deluge hose	87 $\frac{1}{2}$
		$\frac{3}{4}$ -inch chemical hose	1,150
		1-inch deck hose	100
Total	<u>19,090</u>	Total	<u>12,332$\frac{1}{2}$</u>

<i>In Use.</i>		<i>In Storage.</i>	
	Feet.		Feet.
Leading cotton hose	141,571	Leading cotton hose	13,350
3-inch flexible suction	790	3-inch flexible suction	33
3½-inch deluge hose	613	4-inch hard rubber suction,	189
4-inch hard rubber suction,	1,050	¾-inch chemical hose	1,100
¾-inch chemical hose	20,250	1-inch deck hose	100
1-inch deck hose	100		
Total	<u>165,174</u>	Total	<u>14,772</u>

HOSE REPAIRED.

Leading cotton hose	22,408½
¾-leading chemical hose	4,950
1-inch deck hose	100
Total	<u>27,458½</u>

CLOTHING.

KIND.	Received and Distributed.	Repaired.	Reissued.
Trousers	1,082	1,062	3
Sack coats	366	129	31
Reefers	4	7	
Overcoats	21	45	10
Rubber fire coats	356	547	15
Fire hats	25	325	
Caps	917		
Chin straps	75		
Alpaca coats	4		

HIGH PRESSURE STATION No. 1.

The pumps at this station responded to 244 alarms of fire during the year, being in operation ninety-one hours and fifty-six minutes. The Venturi meters recorded the pumping of 475,000 gallons of water for this period. Spare parts of pumps secured at this station and held for any emergencies.

Pump No. 1 at this station repaired by manufacturers.

One set of thrust pump plates rebabbitted for pump No. 1 at this station and held at hand for emergency in case of breakdown.

Venturi meters at this station inspected and repaired by manufacturers.

HIGH PRESSURE STATION NO. 2.

The pumps at High Pressure Station No. 2 responded to 169 alarms of fire during the year, being in operation forty-five hours and five minutes. The Venturi meters recorded the pumping of 138,000 gallons of water during this period.

Venturi meters at this station inspected and repaired by manufacturers.

Number of repairs to high pressure stations by department mechanics	2
Cost	\$235 93
Number of repairs to high pressure stations by outside concerns	4
Cost	\$571 88

STEAM AND MARINE ENGINEERING SERVICE.

Engine 31 Fireboat.

Fireboat docked for the United States Steamboat Inspectors' inspection, cleaned and painted by Bethlehem Shipbuilding Company.

Contract for repairs to boat awarded to R. T. Greene Shipbuilding Corporation, and during the progress of the work under this contract it was discovered that a rotted condition existed around the stern, which necessitated the installation of a new stern above rudder posts, which has been done.

Solid sheathed deck-housing rudder quadrant replaced with open grating deck to allow better ventilation.

Steel house deck plates renewed under the pilot house. New box grated flooring installed in place of the solid flooring to allow better ventilation and eliminate the cause of corrosion.

Emergency acetylene cutting outfit installed on boat.

H. and H. inhalator installed on boat.

New compass installed and adjusted.

Engine 44 Fireboat.

New rope fender for boat made by an outside concern.

Fireboat inspected by United States Steamboat Inspectors, boat docked, cleaned and painted and various other repairs, as per orders of steamboat inspectors, performed by Atlantic Works. Contract for general repairs to this boat also awarded to this company.

Condensers retubed on this boat by department mechanics. This work of retubing condensers is needed periodically.

Emergency acetylene cutting outfit installed on boat.

New searchlight installed on boat by Fire Alarm Branch.

Engine 47 Fireboat.

New bumper for boat made by members of the company, stock being furnished by Maintenance Division Repair Shop.

Wharf at quarters repaired by an outside concern.

Fireboat docked for the United States Steamboat Inspectors, boat inspected and repaired, as ordered by said inspectors in order to comply with law.

Steel house deck plates renewed under the pilot house. New box grated flooring installed in place of the solid flooring to allow better ventilation and eliminate the cause of corrosion.

Ceiling and several frames renewed back of fresh water tanks, which necessitated the removing of the water tanks in order to allow this work to be performed.

New searchlight installed on boat by Fire Alarm Branch.

Emergency cutting acetylene outfit installed on boat.

Number of repairs to fireboat by department mechanics	73
Cost	\$1,597 00
Number of repairs to fireboat by outside concerns	20
Cost	\$22,293 27

I would suggest that consideration be given toward the erection of a new building in as close proximity to the present Maintenance Division Repair Shop as would be possible, for the purpose of storing all our reserve motor apparatus, to give more efficient service when replacing disabled apparatus.

Consideration should be given to the necessity of having the shop suitably arranged to accommodate major apparatus, the present shop having been built some years ago for the care and upkeep of horse-drawn vehicles.

Our Department Garage at 618 Harrison avenue used principally for the storage of reserve chief officers' cars,

truck and cars of the Fire Alarm Branch, Wire Division and Maintenance Division, is taxed to the limit for space at the present time. This building was unused for some few years previous to 1919, at which time it was renovated by this department for use as a garage and classroom for the Fire College.

Respectfully submitted,

EDWARD E. WILLAMSON,
Superintendent of Maintenance.

REPORT OF MEDICAL EXAMINER.

BOSTON, December 31, 1926.

FROM: MEDICAL EXAMINER.

To: THE FIRE COMMISSIONER.

SUBJECT: ANNUAL REPORT FROM JANUARY 1, 1926.

I submit herewith the following report for the year ending December 31, 1926:

Number of cases of illness on file	348
Number of cases of injury on file	1,568
Number of injured (but remained on duty) on file	1,251

EXAMINATIONS.

Inspections and examinations at headquarters (recorded)	1,474
For appointment as probationary firemen (civil service)	40
For appointment from probationary to permanent men, At engine houses of firemen, pulmotors, medicine chests, and visits at homes of firemen, either sick or injured and at hospitals	34 1,200

During the past year I find about the average number of sick and injured on file up to the month of July when a large number of men were affected severely from inhalation of celluloid fumes, the same causing the death of one fireman.

From August 1 to December 1, 1926, there has been a falling off in the number of sick and injured (less 16 ill and less 36 injured than the four months previous). The past four months I find on record 79 sick and 113 injured. The previous four months I find on record 95 sick and 149 injured.

The men have always been eager and prompt in rendering first aid to all citizens as well as to firemen.

It is worthy of record to report this year that out of 1,568 injuries on file 1,251 men were treated at quarters or as out-patients, and remained on fire duty.

DEATHS.

Francis H. Campbell, died February 15, 1926.

George H. Hutchings, died May 14, 1926.

Joseph H. Kenney, died June 7, 1926.

Michael J. Travers, died July 1, 1926.

John M. Devine, died July 2, 1926.

John E. Lorway, died September 19, 1926.

Respectfully submitted,

WILLIAM J. McNALLY, M. D.,
Medical Examiner.

REPORT OF FIRE PREVENTION DIVISION.

BOSTON, December 31, 1926.

FROM: SUPERINTENDENT, FIRE PREVENTION DIVISION.
 TO: THE FIRE COMMISSIONER.
 SUBJECT: YEARLY REPORT.

I submit herewith the following report of the activities of this division during the year ending December 31, 1926.

The amount of fees collected for permits, license renewals, etc., totaled \$27,799.50 as compared to \$23,891 collected during the year 1925.

From January 1 to October 19, inclusive, the work of the Inspection Bureau was as follows:

Building surveys	2,915
Reinspections	5,377
Personal inspections	941
Garage inspections	666
Conditions corrected	4,020
Total	13,919

There were sixty convictions for violation of stable laws; two convictions for violation of garage regulations. The above convictions were carried on through complaints made to the Fire Marshal's Department.

On October 11, 1926, the Bureau of Fire Prevention, License Division, Building Survey and Inspection Division of Uniform Force were abolished and all were merged into the new Fire Prevention Division.

Commencing October 20 and continuing for the remainder of the year the inspectors examined the first floors and basements of mercantile, manufacturing buildings, garages and all buildings where entrance could be gained in the course of their routes, including hotels, apartments, frame dwellings, etc. The total number of inspections as above are as follows:

Building inspections	33,882
Complaints and reinspections	1,304
Personal inspections	347
Navy Yard inspections	550
Navy Yard surveys	58
	<hr/>
Total	36,141

The grand total number of inspections for the year amounted to 50,060. There was one conviction for violation of section 34 of chapter 148.

The number of inspection reports from district officers and local district inspectors, including buildings of various occupancies such as garages, theatres, hotels, dwelling houses, schools and other public buildings, car barns, etc., totaled approximately 75,000, this making the total number of inspections for the entire department 125,060.

Respectfully submitted,

PETER E. WALSH,

Superintendent Fire Prevention Division.

REPORT OF WIRE DIVISION.

BOSTON, December 31, 1926.

FROM: SUPERINTENDENT WIRE DIVISION.
TO: THE FIRE COMMISSIONER.
SUBJECT: ANNUAL REPORT.

I respectfully submit the annual report of the Wire Division of the Fire Department for the year 1926.

The Wire Division moved to its new quarters during the year, where a new telephone switch board with additional trunk lines and stations were installed, which afforded improved service to the public and others having business relations with the division.

The Permit Office of the division was moved during the year from Room 906 to Room 307, City Hall Annex.

A new underground act (chapter 240 of the Special Acts of 1926) was passed during the year, and the underground district for 1926 was prescribed and advertised in accordance with this act.

A new edition of Rules and Requirements of the Fire Commissioner (Wire Division) was compiled and is ready for distribution.

During the year there were eighty-nine fires and three accidents due to electrical causes. The total of fire losses in so far as could be determined was \$91,720.82. Thorough investigations were made by employees of the division of all fires and accidents attributed to electrical causes, and complete reports made and on file in the records of the division.

Rigid inspections were made of all new electrical construction of which the division had knowledge.

Plans and applications for all underground electrical construction were thoroughly examined, and work in connection with this and overhead installations was properly inspected and reported upon.

The income for the year for permits to perform interior electrical work was \$95,701.01.

INTERIOR DIVISION.

Careful inspections were made of all interior electrical construction in progress during the year. Where-

ever installations were reported as defective, interested parties were immediately notified to make corrections necessary to comply with the rules and requirements of the Wire Division.

Following is a table showing a summary of the work of the division:

Notices of new work received	25,480
Number of permits issued to turn on current	18,711
Number of incandescent lamps inspected	1,990,326
Number of motors inspected	12,876
Number of buildings in which wiring was completely examined	7,811
Number of inspections made	45,457
Number of inspections made of theatres, places of amusement and public halls	1,309

During the year there were eighty-nine fires and three accidents to persons caused by electricity as follows:

Fires in interior of buildings	87
Fires on poles	1
Fires in manholes	1
Injuries to persons	3

EXTERIOR DIVISION.

The underground district for the year 1926 as prescribed under authority of chapter 196 of the Acts of 1921, comprised the following streets:

ROXBURY.

Magazine street, from Norfolk avenue to Dudley street.

SOUTH BOSTON.

East Eighth street, from K street to N street.

East Broadway, from Dorchester street to L street.

E street, from West Broadway to West First street.

JAMAICA PLAIN.

Day street, from Centre street to Heath street.

CHARLESTOWN.

Baldwin street, from Bunker Hill street to Medford street.

Polk street, from Bunker Hill street to Medford street.

Elm street, from Bunker Hill street to Medford street.

Pearl street, from Bunker Hill street to Medford street.

DORCHESTER.

East Cottage street, from Columbia road to Dudley street.
Adams street, from Dorchester avenue to King square.
Washington street, from end of present prescribed underground district 530 feet north of Codman street to River street.
Barrington street, from Beaumont street to Elm street.
Wilmington avenue, from Nevada street to Milton avenue.
Cushing avenue, from Sawyer avenue northwesterly to 130 Cushing avenue.
Freeport street, from Dorchester avenue, a distance of 2,022 feet, to a point 139 feet beyond the east line of Beach street.

Making a total distance of four miles as provided by law.

In these prescribed streets, from which poles and overhead wires were to be removed, there were standing on January 1, 1926, a total of two hundred and forty poles, not including the trolley poles of the Boston Elevated Railway, which are exempt, owned by the Edison Electric Illuminating Company, New England Telephone and Telegraph Company, Charlestown Gas and Electric Company, Postal Telegraph Cable Company, and American Telephone and Telegraph Company, supporting a total of one million three hundred sixty-four thousand five hundred feet of overhead wires, or a little more than two hundred and fifty-eight miles owned by the Edison Electric Illuminating Company, New England Telephone and Telegraph Company, Charlestown Gas and Electric Company, Postal Telegraph Cable Company, Boston Elevated Railway Company, Boston Fire Department (Fire Alarm Branch) and Boston Police Department (Police Signal Service).

In the selection of new pole locations our engineers have accompanied the engineers of the various companies for the purpose of passing on such locations.

All carrying poles standing in the streets are stenciled by this department for purposes of identification, brass tags being used for this purpose.

In addition to the regular inspection work necessary on account of new construction, the inspection of old overhead construction is also included in the duties of our inspectors.

During the past year, the inspectors of this division have reported one hundred and three poles decayed at

base and forty-eight poles leaning, or a total of one hundred and fifty-one poles, which were replaced by new poles or reset by the various companies at the request of this department.

Thirty-six (36) abandoned poles were also reported by our inspectors and were removed by the owners at our request.

The following table shows the overhead work from January 1, 1926, to December 31, 1926, inclusive:

Number of new poles in new locations	767
Number of poles replaced, reset or straightened	600
Number of poles removed	238
Number of poles now standing in the public streets	17,643
Number of defects reported	2,355
Number of defects corrected	1,939
(Other defects in process of correction.)	
Number of notices of overhead construction	13,876
Number of overhead inspections	29,490
Number of overhead reports	13,501
Amount of overhead wires removed by owners (in feet)	2,651,038

UNDERGROUND CONSTRUCTION.

The ducts used this year for the underground conduits of the drawing-in system are of the following type:

1. Vitrified clay (laid in concrete).
2. Fiber (laid in concrete).
3. Iron.
4. Wood.

In side or residential streets a considerable amount of special underground construction for electric light and power purposes (110 and 220 volts) of a type known as the "Split Fiber Solid Main System" has been installed during the year.

The electrical approvals for underground electrical construction numbered 5,042.

Number of inspections of underground electrical construction, 9,804.

Number of reports of underground electrical construction, 5,516.

Character of Cable Used by the Various Companies.

COMPANY.	Kind of Insulation.	Size.
Boston Elevated Railway.....	Rubber and paper.....	4-0, 500,000 and 1,000,000 C. M.
Charlestown Gas and Electric Company.	Varnished paper and cambric.	No. 6 to No. 4-0.
Edison Electric Illuminating Company.	Rubber and paper.....	Nos. 6 to 1,500,000 C. M.
Fire Alarm Branch (B. F. D.).....	Rubber.....	4 to 61 conductor.
New England Telephone and Telegraph Company.	Paper.....	2 to 1,212 pair.
Postal Telegraph Cable Company and Boston District Messenger Company.	Paper.....	15 pair.
Western Union Telegraph Company and Mutual District Messenger Company.	Paper.....	11 to 50 pair.

Table Showing Underground Work for the Year 1926.

COMPANY.	Feet of Conduit.	Feet of Duct.	Feet of Cable.	Number of Manholes.	Number of Services.
Boston Elevated Railway.....	13,100	122,386	38,529	56	24
Boston Low Tension Wire Association.....		34			2
Charlestown Gas and Electric Company.	12,080	13,774	35,089	9	267
Edison Electric Illuminating Company.	245,690	707,815	1,617,835	380	3,339
Fire Alarm Branch (B. F. D.).....		1,686	30,813	11	29
New England Telephone and Telegraph Company.	41,983	195,413	285,375	54	68
Police Signal Service (B. P. D.).....		857			11
Postal Telegraph Cable Company and Boston District Messenger Company.			1,860		
Western Union Telegraph Company and Mutual District Messenger Company.	5,418	16,547	2,336	12	8
Totals.....	318,271	1,058,512	2,011,837	522	3,748

NOTE.— "Split Fiber Solid Main System" is included in the above figures comprising 19,967 feet of conduit and 38,469 feet of duct of the Edison Electric Illuminating Company and 1,834 feet of conduit and 3,646 feet of duct of the Charlestown Gas and Electric Company.

Table Showing the Amount and Distribution of Boston's Electrical Power
December 31, 1926.

COMPANY.	Total Rated Horse Power of Boilers.	Total Rated Horse Power of Engines.	Capacity of Incandescent Lamps in Kilowatts.	Capacity of Arc Lamps in Kilowatts.	Kilowatts of Motors.	Kilowatts, Mixed Load.	Number of Stations.
Boston Elevated Railway Company	46,702	252,353	4,054	15	361,840	85,900	17
Edison Electric Illuminating Company . . .	54,424	283,432	*	*	*	*	53
Charlestown Gas and Electric Company			1,800	165	1,750	325	1
Quaker Building Company	620	400	125	106			1
Hanover Street Trust	500	363	140		75	215	1
Sudbury Building Plant †							
Totals	102,246	536,548	6,119	286	363,665	86,440	73

* Unknown. (Meter capacity connected to lines of Edison system, 819,030 kilowatts.)

† Discontinued.

LIST OF WIRE DIVISION EMPLOYEES,
DECEMBER 31, 1926.

	Salary Per Annum.
1 Superintendent	\$4,000
1 Chief Inspector	2,700
1 Chief Clerk	2,500
1 Chauffeur	1,600
1 Clerk and Cashier	2,000
1 Clerk and Stenographer	1,800
1 Clerk	1,500
1 Clerk	1,200
1 Engineer	2,300
6 Inspectors	2,300
3 Inspectors	2,200
7 Inspectors	2,200
4 Inspectors	2,100
5 Inspectors	2,000
4 Inspectors	1,800
4 Inspectors	1,700
1 Inspector	1,600
1 Stenciller	1,600
1 Stenographer	1,600
1 Stenographer	1,500
1 Stenographer	1,400
1 Telephone Operator	1,100

STATEMENT OF APPROPRIATION AND EX-
PENDITURES FROM JANUARY 1, 1926, TO
DECEMBER 31, 1926.

Appropriation	\$106,012 61
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EXPENDITURES.

A-1. Employees	\$93,176 65	
F-7. Pensions	600 00	
B-1. Printing and binding	1,163 25	
B-3. Advertising	137 00	
B-4. Car fares	3,126 71	
B-12. Premium on bond	12 00	
B-13. Telephones	535 44	
B-14. Auto repairs and care	—	
B-35. Auto fees	—	
B-37. Photo, etc.	—	
B-39. General plant	236 40	
C-4. Motor vehicles	1,724 80	
C-9. Office	83 03	
C-13. Tools, etc.	48 51	
C-17. Badges	7 50	
D-1. Office forms, etc.	2,001 00	
D-11. Gasolene, etc.	289 95	
E-10. Batteries	9 54	
E-13. Stencilling materials, etc.	109 10	

Total expenditures		103,260 88

Unexpended balance		<u>\$2,751 73</u>

LIST OF PROPERTY. — WIRE DIVISION.

-
- 7 150-300 volt Weston Direct Current Double Reading Voltmeters.
 - 1 300-volt Weston Direct Reading Alternating and D. C. Voltmeter.
 - 1 1,500-volt Weston Direct Reading Voltmeter.
 - 1 50-amp. Weston Direct Reading Ammeter.
 - 2 300-volt Weston Alternating and Direct Current Voltmeters.
 - 1 15-amp. Thomson Alternating Ammeter.
 - 1 1,500-amp. Weston Direct Reading Mil-ammeter.
 - 1 200-amp. Thomson Alternating Ammeter.
 - 1 500-amp. Weston Direct Reading Ammeter.
 - 1 15-volt Weston Direct Reading Voltmeter.
 - 1 Queen testing set.
 - 3 Bichloride of Silver Batteries, each 60 cells.
 - 1 120-volt Weston Direct Current Miniature type Voltmeter.
 - 1 150-volt Weston Direct Current Miniature type Voltmeter.
 - 1 Ford truck.
 - 1 Buick sedan.
 - 1 Buick runabout.
 - 1 Camera complete.

Respectfully yours,

WALTER J. BURKE,
Superintendent, Wire Division.

THE DEPARTMENT ORGANIZATION.

Fire Commissioner, EUGENE C. HULTMAN.
 Executive Secretary, HERBERT J. HICKEY.
 Chief Clerk, JAMES P. MALONEY.
 Chief of Department, DANIEL F. SENNOTT.
 Superintendent of Maintenance, EDWARD E. WILLIAMSON.
 Superintendent of High Pressure, Steam and Marine Service,
 WINFRED C. BAILEY.
 Superintendent of Fire Alarms, GEORGE L. FICKETT.
 Superintendent of Wire Division, WALTER J. BURKE.
 Superintendent of Fire Prevention, PETER E. WALSH.
 Chief Operator and Assistant Superintendent of Fire Alarms,
 RICHARD DONAHUE.
 Chief Clerk of Wire Division, JOHN F. FLANAGAN.
 Medical Examiner, WILLIAM J. McNALLY, M. D.

CLERKS.

Fire Department.

James P. Maloney, Chief Clerk; Edward L. Tierney, Chief of License Division, Bureau of Fire Prevention; George F. Murphy, William J. Hurley, Frank M. Fogarty, William J. O'Donnell, Thomas W. O'Connell, Warren F. Fenlon, Henry J. Egan, James H. Finnerty, John J. Shea, Charles S. Carroll, William D. Slattery, Eugene Sullivan, Oscar J. Kent, William V. Doherty, William H. Murray, Edward L. Barry.

Wire Division.

Chief Clerk, John F. Flanagan.
 William McSweeney, Martin P. Cummings, Celina A. O'Brien, Mary E. Fleming, May D. Marsh, James P. McKenna, Mary E. Sullivan.

HEADQUARTERS.

	Per Annum,
1 Commissioner	\$7,500
1 Executive secretary	\$2,500-\$3,300
1 Chief clerk	\$2,700-\$2,800
1 Executive clerk	\$2,700-\$2,800
1 Medical examiner	3,500
1 Clerk	1,800
2 Clerks	1,700
1 Clerk	1,500
1 Clerk	\$1,100-\$1,300
1 Clerk	\$1,000-\$1,200
1 Elevatorman and assistant janitor	1,700

	Per Week.
1 Janitress (cleaner)	\$22.00-\$18.00
	Per Annum.
1 Assistant engineer (messenger)	\$2,000
4 Hoseman clerks	2,000
<hr/>	
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FIRE PREVENTION BUREAU.

	Per Annum.
1 Chief Fire Prevention	\$2,700
1 Clerk	2,000
1 Clerk	\$1,400-\$1,500
1 Clerk	\$1,200-\$1,300
1 Clerk	\$1,000-\$1,100
1 Constable	1,600
1 Captain Fire Prevention	2,500
<hr/>	
7	

FIRE-FIGHTING BRANCH.

	Per Annum.
1 Chief of Department	\$5,500
1 Assistant Chief of Department	4,000
6 Deputy chiefs	4,000
30 District chiefs	3,500
75 Captains	2,500
109 Lieutenants	2,300
2 Aids-to-Chief (lieutenant)	2,300
2 Aids-to-Chief	2,200
3 Aids-to-Commissioner (private)	2,200
3 Engineers (marine)	2,200
6 Masters	2,100
50 Engineers	2,100
53 Assistant engineers	2,000
1,094 Privates:	
774	2,000
17	\$1,900-\$2,000
36	\$1,800-\$1,900
227	\$1,700-\$1,800
40	\$1,600-\$1,700
<hr/>	
1,435	

BUREAU OF SUPPLIES AND REPAIRS.

	Per Annum.
1 Superintendent of Maintenance	\$2,900-\$3,500
1 Superintendent, High Pressure Steam and Marine Service	2,800
1 Shop foreman	2,700
1 Lieutenant, foreman hose and harness shop	2,300
1 Motor apparatus engineer	2,700

FIRE DEPARTMENT.

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	Per Annum.
1 Engineer and architect	\$2,500
1 Storekeeper (hoseman)	2,100
1 Master carpenter (hoseman)	2,100
1 Foreman painter	2,000
1 Foreman auto repairer	2,100
6 Privates	2,000
1 Clerk in charge	2,100
1 Clerk	1,700
2 Clerks	1,600
6 Engineers in charge	2,300
11 Engineers (High Pressure Service)	2,100
13 Engineers, motor squad	2,200
	Per Day.
3 Firemen (7 day)	\$6 00
	Per Week.
3 High Pressure engineers	\$43 00
1 Engineer	42 00
	Per Annum.
1 Master steamfitter	\$2,200
1 Master apparatus painter	1,900
	Per Day.
16 Auto repairers	\$5 50
31 Mechanics	5 50
6 Blacksmiths.	
9 Painters.	
5 Carpenters.	
3 Steamfitters.	
4 Machinists.	
1 Machinist, tool and die maker.	
2 auto mechanics.	
1 Rubber goods repairer.	
2 Plumbers	\$6 00
2 Wheelwrights	6 00
3 Leading auto repairers	6 00
7 Helpers	\$4 75-\$5 00
1 Auto trimmer and canvas worker	5 50
1 Hose repairer and carriage trimmer	5 50
1 Hose repairer	5 25
1 Vulcanizer and assistant storekeeper	5 25
1 Chauffeur	5 50
4 Laborers	\$4 50-\$5 00
1 Brick mason	7 00

FIRE ALARM BRANCH.

	Per Annum.
1 Superintendent of fire alarm	\$4,000
1 Assistant superintendent and chief operator,	\$3,200-\$3,400
1 Aid-to-superintendent	2,200
1 Batteryman	2,000
1 Clerk	2,000
1 Assistant to custodian	\$1,700-\$1,800
1 Foreman of construction	2,800
1 Assistant foreman of construction	2,300
1 Instructor of telegraphy	2,500
1 Supervising operator	2,600
3 Principal operators	2,500
3 Operators	2,300
2 Operators	\$2,200-\$2,300
6 Assistant operators (9)	\$1,600-\$2,000
1 Stockman (property clerk and storekeeper)	\$1,900-\$2,000
	Per Day.
1 Attendant and guide	\$5 50
3 Cable splicers (4)	6 25
5 Inside wiremen	6 10
1 Laborer	\$4 50-\$5 00
10 Linemen	5 50
3 Machinists (7 day)	5 50
1 Machinist (6 day)	5 50
1 Radio electrician	6 10
4 Repairer and linemen	5 75

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TEMPORARY.

	Per Annum.
1 Superintendent of Fire Prevention Division	\$4,000

CHIEF OF DEPARTMENT.

DANIEL F. SENNOTT.

Headquarters, Engine House 21, Columbia Road.

The chief is in charge of the fire protection of the city, which is divided into three divisions, each commanded by a deputy chief, which are subdivided into fifteen districts, each commanded by a district chief.

Assistant Chief of Department, HENRY A. FOX.

DIVISION 1.

Deputy Chiefs, EDWARD J. SHALLOW and HENRY J. POWER.

Headquarters, Ladder House 8, Fort Hill Square.

This division comprises Districts 1, 2, 3, 4, 5.

District 1.

District Chiefs, THOMAS E. CONROY and HENRY KRAKE.

Headquarters, Ladder House 2, Paris Street,
East Boston.

Apparatus Located in the District.—Engines 5, 9, 11, 31 (fireboat), 40, 47 (fireboat), Ladders 2, 21, L-31.

District 2.

District Chiefs, PHILIP A. TAGUE and HAMILTON A. McCLAY.

Headquarters, Engine House 50, Winthrop Street,
Charlestown.

Apparatus Located in the District.—Engines 27, 32, 36, 50, Ladders 9, 22.

District 3.

District Chiefs, CORNELIUS J. O'BRIEN and JAMES MAHONEY.

Headquarters, Ladder House 18, Pittsburgh Street.

Apparatus Located in the District.—Engines 25, 38, 39, 44 (fireboat), Ladders 8, 18, Water Tower 3.

District 4.

District Chiefs, JOHN F. WATSON and AVERY B. HOWARD.

Headquarters, Engine House 4, Bulfinch Street.

Apparatus Located in the District.—Engines 4, 6, 8, Ladders 1, 24, Water Tower 1.

District 5.

District Chiefs, LOUIS A. C. STICKEL and VICTOR H. RICHER.

Headquarters, Engine House 7, East street (temporary).

Apparatus Located in the District.—Engines 7, 10, 26, 35, Ladder 17, Rescue 1.

DIVISION 2.

Deputy Chiefs, ALBERT J. CAULFIELD and FRANK A. SWEENEY.

Headquarters, Engine House 22, Warren Avenue.

This division comprises Districts 6, 7, 8, 11.

District 6.

District Chiefs, HARRY M. HEBARD and MICHAEL J. TEEHAN.

Headquarters, Engine House 1, Dorchester Street, South Boston.

Apparatus Located in the District.—Engines 1, 2, 15, 43, Ladders 5, 19, 20.

District 7.

District Chiefs, THOMAS H. DOWNEY and JOHN J. KELLEY.

Headquarters, Engine House 22, Warren Avenue.

Apparatus Located in the District.—Engines 3, 22, 33, Ladders 3, 13, 15, Water Tower 2.

District 8.

District Chiefs, FRANK J. SHEERAN and DENNIS DRISCOLL.

Headquarters, Ladder House 12, Tremont Street.

Apparatus Located in the District.—Engines 13, 14, 37, Ladders 12, 26.

District 11.

District Chiefs, JAMES F. McMAHON and THOMAS H. ANDREOLI.

Headquarters, Engine House 41, Harvard Avenue, Brighton.

Apparatus Located in the District.—Engines 29, 34, 41, 51, Ladders 11, 14.

DIVISION 3.

Deputy Chiefs, WALTER M. McLEAN and JOSEPH A. DOLAN.

Headquarters, Ladder House 23, Washington Street, Grove Hall.

This division comprises Districts 9, 10, 12, 13, 14, 15.

District 9.

District Chiefs, WILLIAM H. McCORKLE and PATRICK J. V. KELLEY.

Headquarters, Engine House 12, Dudley Street.

Apparatus Located in the District.—Engines 12, 21, 23, 24, Ladder 4.

District 10.

District Chiefs, FRANCIS J. JORDAN and CHARLES H. LONG.

Headquarters, Engine House 18, Harvard Street, Dorchester.

Apparatus Located in the District.—Engines 17, 18, 52, Ladders 7, 29.

District 12.

District Chiefs, JOHN N. LALLY and WILLIAM F. QUIGLEY.

Headquarters, Engine House 28, Centre Street, Jamaica Plain.

Apparatus Located in the District.—Engines 28, 42, Ladders 10, 23, 30.

District 13.

District Chiefs, MICHAEL J. KENNEDY and CHARLES A. DONOHOE.

Headquarters, Engine House 45, Corner Washington and Poplar Streets, Roslindale.

Apparatus Located in the District.—Engines 30, 45, 53, Ladders 16, 25.

District 14.

District Chiefs, ALLAN J. MACDONALD and JAMES F. RYAN.

Headquarters, Engine House 46, Peabody Square,
Dorchester.

Apparatus Located in the District.—Engines 16, 20, 46, Ladders 6, 27.

District 15.

District Chiefs, JOHN P. MURRAY and MICHAEL F. SILVA.

Headquarters, Engine House 48, Corner Harvard Avenue and Winthrop Street, Hyde Park.

Apparatus Located in the District.—Engines 19, 48, 49, Ladder 28.

FIRE STATIONS.

LOCATION.

LOCATION.	Number of Feet in Lot.	Occupied by
Dorchester and Fourth streets.....	8,167	Engine 1 and Ladder 5.
Corner of O and Fourth streets.....	4,000	Engine 2.
Bristol street and Harrison avenue.....	4,000	Engine 3 and Ladder 3.
Bulfinch street.....	6,098	Engine 4 and Engine 26.
Marion street, East Boston.....	3,265	Engine 5.
Leverett street.....	2,269	Engine 6.
East street.....	1,893	Engine 7.
Salem street.....	2,568	Engine 8.
Paris street, East Boston.....	4,720	Engine 9 and Ladder 2.
River street.....	1,886	Engine 10.
Saratoga and Byron streets, East Boston..	10,000	Engine 11 and Ladder 21.
Dudley street.....	7,320	Engine 12.
Cabot street.....	4,832	Engine 13.
Centre street, Roxbury.....	5,713	Engine 14.
Dorchester avenue.....	2,803	Engine 15.
Corner River and Temple streets.....	12,736	Engine 16 and Ladder 6.
Meeting House Hill, Dorchester.....	9,450	Engine 17 and Ladder 7.
Harvard street, Dorchester.....	9,440	Engine 18.
Babson street, Dorchester.....	7,683	Engine 19.
Walnut street, Dorchester.....	9,000	Engine 20 and Ladder 27.
Columbia road, Dorchester.....	10,341	Engine 21.
Warren avenue.....	7,500	Engine 22 and Ladder 13.
Northampton street.....	3,445	Engine 23.
Corner Warren and Quincy streets.....	4,186	Engine 24.
Fort Hill square.....	4,175	Engine 25 and Ladder 8, Tower 1.
Elm street, Charlestown.....	2,600	Engine 27.
Centre street, Jamaica Plain.....	10,377	Engine 28 and Ladder 10.
Chestnut Hill avenue, Brighton.....	14,358	Engine 29 and Ladder 11.
Centre street, West Roxbury.....	12,261	Engine 30 and Ladder 25.
521 Commercial street, on land of Public Works Department.	.....	Engine 31.
Bunker Hill street, Charlestown.....	8,188	Engine 32.

Fire Stations.—Concluded.

LOCATION.	Number of Feet in Lot.	Occupied by
Corner Boylston and Hereford streets.	5,646	Engine 33 and Ladder 15.
Western avenue, Brighton.	4,637	Engine 34.
Monument street, Charlestown.	5,668	Engine 36 and Ladder 22.
Corner Longwood and Brookline avenues, Congress street.	5,231	Engine 37 and Ladder 26.
Sumner street, East Boston.	4,000	Engines 38 and 39.
Harvard street, East Boston.	4,010	Engine 40.
Harvard avenue, near Cambridge street, Brighton.	6,112	Engine 41 and Ladder 14.
Washington street, at Egleston square.	3,848	Engine 42 and Ladder 30.
Andrew square.	5,133	Engine 43 and Ladder 20.
Northern Avenue Bridge.		Engine 44, fireboat.
Washington and Poplar streets, Roslin- dale.	14,729	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont.	4,875	Engine 46.
Adjoining South Ferry, East Boston.	11,950	Engine 47, fireboat.
Harvard avenue and Winthrop street, Hyde Park.	9,450	Engine 48 and Ladder 28.
Church street.	3,412	Rescue 1 and Engine 35.
Milton and Hamilton streets.	14,475	Engine 49.
Winthrop and Soley streets.	5,230	Engine 50.
Oak square, Brighton.	9,889	Engine 51.
Corner Callender and Lyford streets.	7,200	Engine 52 and Ladder 29.
Corner Walk Hill and Wenham streets.	11,253	Engine 53.
Friend street.	1,676	Ladder 1.
Dudley street.	3,923	Ladder 4.
Main street, Charlestown.	4,290	Ladder 9.
Tremont street.	4,311	Ladder 12.
Harrison avenue.	2,134	Ladder 17.
Pittsburgh street, South Boston.	8,964	Ladder 18 and Tower 3.
Fourth street.	3,101	Ladder 19.
Washington street, Dorchester.	6,875	Ladder 23.
North Grove street.	3,918	Ladder 24.
Saratoga street, East Boston.	9,300	Ladder 31.

Headquarters Building, Bristol street, 15,679 feet of land.

Water Tower No. 2 is in Headquarters Building.

OTHER BUILDINGS.

Bureau S. & R., 363 Albany street, 8,000 feet of land.

Veterinary Hospital, Atkinson street, 64,442 feet of land.

Coal station, Main street, Charlestown, 2,430 feet of land.

Building No. 11 Wareham street, used by the Fire Alarm Branch as workshop and storeroom, 8,500 feet of land.

Building No. 618 Harrison avenue, used as a department garage and repair shop and a school for chauffeurs and officers, 3,816 feet of land.

Fire Alarm Station, Back Bay Fens.

GASOLENE STATIONS.
DIVISION 1.

DISTRICTS.	Locations.	Capacity. (Gallons.)	Pump.
1.....	Engine 5.....	280	1 gallon.
1.....	Engine 11.....	500	1 gallon.
1.....	Engine 40.....	550	1 gallon.
1.....	Ladder 2.....	550	1 gallon.
1.....	Ladder 31.....	550	1 gallon.
2.....	Engine 27.....	550	1 gallon.
2.....	Engine 32.....	550	1 gallon.
2.....	Engine 36.....	280	1 gallon.
2.....	Engine 50.....	280	1 gallon.
2.....	Ladder 9.....	220	1 gallon.
3.....	Ladder 8.....	120	1 gallon.
3.....	Ladder 18.....	280	1 gallon.
3.....	Engine 38-39.....	280	1 gallon.
4.....	Engine 4.....	280	1 gallon.
4.....	Engine 6.....	280	1 gallon.
4.....	Engine 8.....	280	1 gallon.
4.....	Ladder 1.....	280	1 gallon.
4.....	Ladder 24.....	550	1 gallon.
5.....	Engine 7.....	550	1 gallon.
5.....	Engine 10.....	220	1 quart.
5.....	Ladder 17.....	550	1 gallon.
5.....	Rescue 1.....	550	1 gallon.

DIVISION 2.

DISTRICTS.	Locations.	Capacity. (Gallons.)	Pump.
6.....	Engine 1.....	280	1 gallon.
6.....	Engine 2.....	280	1 gallon.
6.....	Engine 15.....	280	1 gallon.
6.....	Engine 43.....	280	1 gallon.
6.....	Ladder 19.....	550	1 gallon.
7.....	Engine 3.....	280	1 gallon.
7.....	Engine 22.....	550	1 gallon.
7.....	Engine 33.....	280	1 gallon.
7.....	Maintenance Division, repair shop.....	550	1 gallon.
7.....	Department garage.....	280	1 gallon.
7.....	Fire alarm shop.....	280	1 gallon.
8.....	Engine 13.....	550	1 gallon.
8.....	Engine 14.....	550	1 gallon.
8.....	Engine 37.....	120	1 gallon.
8.....	Ladder 12.....	280	1 gallon.
11.....	Engine 29.....	280	1 gallon.
11.....	Engine 34.....	280	1 gallon.
11.....	Engine 41.....	280	1 gallon.
11.....	Engine 51.....	280	1 gallon.

DIVISION 3.

DISTRICTS.	Locations.	Capacity. (Gallons.)	Pump.
9.....	Engine 12.....	550	1 gallon.
9.....	Engine 21.....	550	1 gallon.
9.....	Engine 23.....	280	1 gallon.
9.....	Ladder 4.....	120	1 gallon.
10.....	Engine 17.....	280	1 gallon.
10.....	Engine 18.....	280	1 gallon.
10.....	Engine 52.....	280	1 gallon.
12.....	Engine 28.....	280	1 gallon.
12.....	Engine 42.....	550	1 gallon.
12.....	Ladder 23.....	220	1 gallon.
13.....	Engine 30.....	280	1 gallon.
13.....	Engine 45.....	550	1 gallon.
13.....	Engine 53.....	120	1 gallon.
14.....	Engine 20.....	280	1 gallon.
14.....	Engine 46.....	220	1 gallon.
14.....	Ladder 6.....	280	1 gallon.
15.....	Engine 19.....	280	1 gallon.
15.....	Engine 48.....	280	1 gallon.
15.....	Engine 49.....	280	1 gallon.

CANNEL COAL STATIONS.

DIVISION 1.

DISTRICT.	Location.	Capacity. (Tons.)
1.....	Engine 11.....	15
1.....	Ladder 31.....	5
2.....	Engine 36.....	2
3.....	Engine 38-39.....	6
3.....	Ladder 18.....	4
4.....	Engine 4.....	2
4.....	Ladder 24.....	15

DIVISION 2.

DISTRICT.	Location.	Capacity. (Tons.)
6.....	Engine 2.....	6
6.....	Engine 15.....	2
6.....	Fourth street (Old Ladder 5).....	40
7.....	Engine 3.....	4
7.....	Engine 33.....	25
8.....	Engine 13.....	8
8.....	Engine 14.....	2
8.....	Engine 37.....	5
11.....	Engine 29.....	5
11.....	Engine 34.....	5
11.....	Engine 41.....	5
11.....	Engine 51.....	2

DIVISION 3.

DISTRICT.	Location.	Capacity. (Tons.)
9.....	Engine 12.....	5
9.....	Engine 21.....	3
9.....	Engine 23.....	3
9.....	Engine 24.....	6
10.....	Engine 17.....	4
10.....	Engine 18.....	4
12.....	Engine 28.....	7
12.....	Engine 42.....	3
13.....	Engine 30.....	2
13.....	Engine 45.....	8
14.....	Engine 16.....	2
14.....	Engine 20.....	7
15.....	Engine 19.....	7
15.....	Engine 48.....	5

FIRE DEPARTMENT.

ENGINES.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Capacity.	Weight (Pounds)
1.	American-LaFrance pump.	Dec. 19, 1921			5½		6	1,000 gallons.	11,300
2.	Seagrave triple combination pump.	June 20, 1917			5¼		6½	750 gallons.	15,500
3.	American-LaFrance pump.	April 30, 1926			5½		6	750 gallons.	12,000
4.	American-LaFrance pump.	May 3, 1926			5½		6	750 gallons.	12,000
5.	American-LaFrance pump.	Sept. 27, 1919			5½		6	1,000 gallons.	11,300
6.	American-LaFrance pump.	July 13, 1922			5½		6	750 gallons.	11,030
7.	American-LaFrance pump.	Nov. 22, 1921			5½		6	1,000 gallons.	11,300
8.	American-LaFrance pump.	May 25, 1925			5½		6	750 gallons.	11,030
9.	American-LaFrance pump.	July 24, 1923			5½		6	750 gallons.	11,030
10.	American-LaFrance pump.	Sept. 3, 1920			5½		6	1,000 gallons.	11,300
11.	American-LaFrance pump.	May 21, 1925			5½		6	750 gallons.	11,030
12.	American-LaFrance pump.	July 19, 1922			5½		6	750 gallons.	11,030
13.	American-LaFrance pump.	July 20, 1922			5½		6	750 gallons.	11,030
14.	American-LaFrance pump.	May 23, 1925			5½		6	750 gallons.	11,030
15.	American-LaFrance pump.	Oct. 22, 1924			5½		6	750 gallons.	11,030
16.	American-LaFrance pump.	Oct. 17, 1921			5½		6	750 gallons.	11,030

Engines.—Concluded.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Capacity.	Weight (Pounds.)
17.....	American-LaFrance pump.....	Aug. 14, 1923	.....	.....	5½	.....	6	750 gallons.	11,030
18.....	American-LaFrance pump.....	Oct. 28, 1921	.....	.....	5½	.....	6	750 gallons.	11,030
19.....	Seagrave triple combination pump....	May 9, 1917	Repair shop.....	1925	5¾	.....	6½	750 gallons.	15,500
20.....	American-LaFrance pump.....	Oct. 29, 1921	.....	.....	5½	.....	6	750 gallons.	11,030
21.....	American-LaFrance pump.....	Oct. 16, 1924	.....	.....	5½	.....	6	750 gallons.	11,030
22.....	American-LaFrance pump.....	Aug. 31, 1923	.....	.....	5¾	.....	6	750 gallons.	11,030
23.....	American-LaFrance pump.....	May 1, 1920	.....	.....	5½	.....	6	1,000 gallons.	11,300
24.....	American-LaFrance pump.....	July 21, 1922	.....	.....	5½	.....	6	750 gallons.	11,030
25.....	American-LaFrance pump.....	April 30, 1926	.....	.....	5½	.....	6	750 gallons.	12,000
26.....	American-LaFrance pump.....	Dec. 10, 1920	American-LaFrance Company....	1923	5½	.....	6	1,000 gallons.	11,300
27.....	American-LaFrance pump.....	July 17, 1923	.....	.....	5½	.....	6	750 gallons.	11,030
28.....	American-LaFrance pump.....	May 12, 1926	.....	.....	5½	.....	6	750 gallons.	12,000
29.....	American-LaFrance pump.....	Sept. 19, 1923	.....	.....	5½	.....	6	750 gallons.	11,030
30.....	American-LaFrance pump.....	Oct. 18, 1921	.....	.....	5½	.....	6	750 gallons.	11,030
31.....	{ G. F. Blake Manufacturing Company. (Fireboat.) }	1914	.....	.....	17	10	11	{ 1 pump, 3,000 gallons.	104 tons.
32.....	American-LaFrance pump.....	May 15, 1926	.....	.....	5½	.....	6	750 gallons.	12,000
33.....	American-LaFrance pump.....	Aug. 28, 1923	.....	.....	5½	.....	6	750 gallons.	11,030

FIRE DEPARTMENT.

34.....	American-LaFrance pump.....	Aug.	6, 1923	.....	5½	.....	6	750 gallons.	11,030
35.....	American-LaFrance pump.....	July	20, 1919	.....	5½	.....	6	750 gallons.	11,030
36.....	American-LaFrance pump.....	May	22, 1925	.....	5½	.....	6	750 gallons.	11,030
37.....	American-LaFrance pump.....	July	11, 1923	.....	5½	.....	6	750 gallons.	11,030
38.....	American-LaFrance pump.....	May	3, 1926	.....	5½	.....	6	750 gallons.	12,000
39.....	American-LaFrance pump.....	Oct.	14, 1924	.....	5½	.....	6	750 gallons.	11,030
40.....	American-LaFrance pump.....	July	24, 1923	.....	5½	.....	6	750 gallons.	11,030
41.....	American-LaFrance pump.....	Jan.	26, 1921	.....	5½	.....	6	750 gallons.	11,030
42.....	American-LaFrance pump.....	Oct.	10, 1924	.....	5½	.....	6	750 gallons.	11,030
43.....	American-LaFrance pump.....	Oct.	14, 1922	.....	5½	.....	6	750 gallons.	11,030
44.....	{ American Fire Engine Company. (Fireboat.)	Aug.,	1895	.....	{ 12½ H. P. 18 L. P. }	.....	10	{ 2 sets of pumps, 6,000 gallons.	178 tons.
45.....	American-LaFrance pump.....	Aug.	31, 1922	.....	5½	.....	6	750 gallons.	11,030
46.....	American-LaFrance pump.....	Sept.	18, 1923	.....	5½	.....	6	750 gallons.	11,030
47.....	{ G. F. Blake Manufacturing Com- pany. (Fireboat.)	Aug.,	1909	.....	{ 12 H. P. 22 L. P. }	.....	10	{ 2 sets of pumps, 6,000 gallons.	178 tons.
48.....	American-LaFrance pump.....	Sept.	12, 1922	.....	5½	.....	6	750 gallons.	11,030
49.....	{ American-LaFrance pump, triple com- bination.	Dec.}	5, 1919	.....	5½	.....	6	750 gallons.	12,000
50.....	American-LaFrance pump.....	March	2, 1920	.....	5½	.....	6	1,000 gallons.	11,300
51.....	{ American-LaFrance pump, triple com- bination.	Nov.}	15, 1919	.....	5½	.....	6	750 gallons.	12,000
52.....	American-LaFrance pump.....	Dec	19, 1921	.....	5½	.....	6	750 gallons.	11,030
53.....	Seagrave pump, triple combination ..	Aug.	12, 1916	.....	5¼	.....	6½	750 gallons.	13,500

Engines in Reserve.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Capacity.	Weight. (Pounds.)
100-P....	American-LaFrance pump.....	July 3, 1914	.....	.....	5½	.....	6	750 gallons.	11,200
101-P....	American-LaFrance pump.....	Aug. 2, 1914	.....	.....	5½	.....	6	750 gallons.	11,200
125-P....	American-LaFrance pump.....	Nov. 1, 1919	.....	.....	5½	.....	6	750 gallons.	11,030
129-P....	American-LaFrance pump.....	Oct. 25, 1920	.....	.....	5½	.....	6	750 gallons.	11,030
132-P....	American-LaFrance pump.....	March 26, 1920	.....	.....	5½	.....	6	750 gallons.	10,500
137-P....	American-LaFrance pump.....	Nov. 15, 1920	.....	.....	5½	.....	6	750 gallons.	11,030
144-P....	American-LaFrance pump.....	Dec. 19, 1921	.....	.....	5½	.....	6½	750 gallons.	11,030
113-T....	{ Christie tractor steam fire engine. (Manchester Locomotive Works)	July, 1903	Manchester Locomotive Works,	1916	8½	5	8	First size.	14,240
123-T....	{ Christie tractor. (Manchester Loco- motive Works.)	Jan., 1904	.....	.....	7¾	4¾	8	Second size.	13,140
133-T....	{ Christie tractor. (Amoskeag Manu- facturing Company.....	July 30, 1920 Dec., 1904	J. B. Filleul & Son.....	1919	8½	5	8	First size.	14,350
136-P....	American-LaFrance pump.....	Oct. 18, 1920	.....	.....	5	.....	6	750 gallons.	10,500

HOSE CARS.

Number.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Stroke.	Weight. (Pounds.)
1	Seagrave combination	Aug. 15, 1917			5½	6½	11,600
3	Seagrave combination	July 19, 1917			5½	6½	11,550
4	American-LaFrance high pressure car No. 3	Sept. 16, 1921			5½	6	13,600
5	American-LaFrance combination	Sept. 10, 1919			5½	6	9,470
6	American-LaFrance combination	Jan. 24, 1921			5½	6	9,500
7	American-LaFrance combination	June 23, 1920			5½	6	9,500
8	American-LaFrance combination	Feb. 28, 1920			5½	6	9,500
9	American-LaFrance combination	July 24, 1923			5½	6	9,500
10	American-LaFrance combination	Dec. 15, 1920			5½	6	9,800
11	Seagrave combination	Feb. 5, 1917			5½	6½	12,050
12	American-LaFrance combination	July 21, 1922			5½	6	10,500
13	American-LaFrance combination	Aug. 5, 1922			5½	6	10,500
14	American-LaFrance combination	May 23, 1925			5½	6	12,000
15	Seagrave combination	Aug. 11, 1917			5½	7	12,100
17	Seagrave combination	Jan. 18, 1917			5½	6½	11,820
18	American-LaFrance combination	June 9, 1926			5½	6	10,500

Hose Cars.—Concluded.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Stroke.	Weight. (Pounds.)
21	Seagrave combination	Feb. 15, 1917			5½	6½	12,020
22	Seagrave combination	Sept. 18, 1917			5¼	6½	11,560
23	American-LaFrance combination	May 1, 1920			5½	6	10,100
24	American-LaFrance combination	Aug. 1, 1922			5½	6	10,500
25	American-LaFrance high pressure hose car	Feb. 5, 1921			5½	6	13,000
26	American-LaFrance combination	April 15, 1920			5½	6	9,500
27	American-LaFrance combination	July 17, 1923			5½	6	9,500
28	American-LaFrance combination	April 13, 1920			5½	6	9,500
29	American-LaFrance combination	Sept. 19, 1923			5½	6	9,500
30	American-LaFrance combination	June 4, 1926			5½	6	10,500
33	Seagrave combination	Feb. 9, 1917			5¼	6½	11,550
34	American-LaFrance combination	Aug. 6, 1923			5½	6	9,500
35	American-LaFrance high pressure hose car No. 1	Jan. 5, 1921			5½	6	11,240
36	Seagrave combination	Aug. 13, 1917			5¼	6½	12,100
37	American-LaFrance combination	March 22, 1921			5½	6	9,500
38	Mack combination	Sept. 28, 1915			5½	6	13,300
39	Seagrave combination	Sept. 27, 1917			5¼	6½	12,500

40.	American-LaFrance combination.	July	24, 1923	.....	5½	6	9,500
41.	American-LaFrance combination.	April	9, 1920	.....	5½	6	9,500
42.	Seagrave combination.	July	5, 1918	.....	5¼	6½	12,100
43.	American-LaFrance combination.	May	25, 1925	.....	5½	6	12,000
45.	American-LaFrance combination.	Sept.	9, 1923	.....	5½	6	9,500
46.	American-LaFrance combination.	June	2, 1926	.....	5½	6	10,500
48.	American-LaFrance combination.	Feb.	1, 1921	.....	5½	6	9,500
50.	American-LaFrance combination.	Oct.	23, 1919	.....	5½	6	9,500

Hose Cars in Reserve.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Stroke.	Weight (Pounds.)
301.....	American-LaFrance combination.....	Sept. 5, 1912	.....	.....	5½	6	8,873
302.....	American-LaFrance combination.....	April 18, 1913	.....	.....	5½	6	8,789
303.....	American-LaFrance combination.....	May 14, 1913	.....	.....	5½	6	8,790
305.....	American-LaFrance combination.....	Aug. 24, 1914	.....	.....	5½	6	8,680
306.....	American-LaFrance combination.....	March 23, 1915	.....	.....	5½	6	9,380
312.....	Seagrave combination.....	Feb. 10, 1917	.....	.....	5¾	6½	11,360
316.....	Seagrave combination.....	July 9, 1917	.....	.....	5¾	6½	11,360

LADDERS.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight. (Pounds.)
1.	American-LaFrance, Type 17 (85-foot)	May 15, 1926	.....	359	Aerial.	17,000
2.	American-LaFrance, Type 17 (75-foot)	Oct. 15, 1923	.....	412	Aerial.	16,500
3.	American-LaFrance, Type 14.	Aug. 3, 1926	.....	344	12	11,500
4.	American-LaFrance, Type 17 (85-foot)	Jan. 8, 1925	Boston Fire Department Repair Shop,	332	Aerial.	21,040
5.	Seagrave (75-foot)	June 4, 1917	.....	311	Aerial.	24,200
6.	American-LaFrance, Type 14.	Aug. 20, 1923	.....	198	8	11,500
7.	American-LaFrance, Type 14.	Aug. 14, 1923	.....	247	9	11,500
8.	{ American-LaFrance, Type 17. Seagrave (85-foot)	Oct. 31, 1921 Jan. 26, 1915	.....	304	Aerial.	22,000
9.	American-LaFrance, Type 17 (75-foot)	Oct. 17, 1923	.....	358	Aerial.	16,500
10.	American-LaFrance, Type 14.	Oct. 18, 1920	.....	297	11	11,500
11.	American-LaFrance, Type 17 (85-foot)	May 23, 1925	.....	391	Aerial.	17,000
12.	American-LaFrance, Type 31 (75-foot)	Nov. 8, 1919	.....	335	Aerial.	16,500
13.	American-LaFrance, Type 31 (85-foot)	Oct. 1, 1919	.....	351	Aerial.	17,000
14.	American-LaFrance, Type 31 (85-foot)	May 16, 1921	.....	351	Aerial.	17,000
15.	American-LaFrance, Type 31 (85-foot)	Jan. 11, 1920	.....	352	Aerial.	17,000
16.	American-LaFrance, Type 14.	Sept. 18, 1923	.....	268	10	11,500
17.	American-LaFrance, Type 17 (85-foot)	May 19, 1925	.....	301	Aerial.	17,000

Ladders.—Concluded.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight. (Pounds.)
18.....	(American-LaFrance, Type 17 {Seagrave (75-foot)}.....	Feb. April, 2, 1926 1910)	.....	305	Aerial.	17,000
19.....	American-LaFrance, Type 14.....	Sept. 28, 1923	.....	266	10	11,500
20.....	American-LaFrance, Type 14.....	Aug. 5, 1926	.....	258	10	11,500
21.....	American-LaFrance, Type 14.....	Aug. 5, 1926	.....	259	10	11,500
22.....	American-LaFrance, Type 14.....	Oct. 14, 1924	.....	229	10	11,500
23.....	American-LaFrance, Type 17 (85-foot).....	May 17, 1926	.....	321	Aerial.	17,000
24.....	American-LaFrance, Type 14.....	Oct. 18, 1923	.....	252	10	11,500
25.....	American-LaFrance, Type 14.....	Aug. 26, 1926	.....	285	11	11,500
26.....	(American-LaFrance, Type 17, Tractor {Seagrave (75-foot)}.....	July July 11, 1925 27, 1915)	Boston Fire Department Repair Shop,	272	Aerial.	17,000
27.....	American-LaFrance, Type 14.....	Oct. 4, 1923	.....	260	10	11,500
28.....	American-LaFrance, Type 14.....	Nov. 8, 1920	.....	272	10	11,500
29.....	American-LaFrance, Type 14.....	May 5, 1913	.....	276	11	11,500
30.....	American-LaFrance, Type 14.....	Dec. 10, 1913	.....	259	10	11,500
31.....	American-LaFrance, Type 17 (75-foot).....	May 27, 1922	.....	337	Aerial.	16,500

Reserve Ladders.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight. (Pounds.)
200.	American-LaFrance, Type 14	Dec. 13, 1912				10,810
201.	American-LaFrance, Type 14	Jan. 23, 1913				10,835
209.	{American-LaFrance, Type 17, Tractor {American-LaFrance (75-foot)	Dec. 2, 1926 1891}				17,000
211.	{Christie Tractor {Charles T. Holloway	July 21, 1915 Nov., 1901}				13,500
213.	{Christie Tractor {Charles T. Holloway	July 28, 1915 1898}				12,050
214.	{Christie Tractor {C. M. Perkins Company	Oct. 27, 1915 Dec. 30, 1902}				13,120
217.	{Christie Tractor {Boston Fire Department Repair Shop	Oct., 1916 Sept. 18, 1888}				13,440
219.	{Christie Tractor {Charles T. Holloway	Oct., 1916 April 25, 1900}				13,440
220.	{American-LaFrance, Type 17, Tractor {America-LaFrance (85-foot)	Aug. 3, 1926 1911}				17,000
223.	{American-LaFrance, Type 17, Tractor {American-LaFrance (85-foot)	Sept. 28, 1926 1906}				17,000

RESCUE WAGONS.

NUMBER.	Built by	Put in Service.	Rebuilt by	Diameter of Cylinder.	Stroke.	Weight. (Pounds.)
1.....	Pierce-Arrow Company, body of truck..... {American-LaFrance chassis.....}	Aug. 2, 1920	Boston Fire Department Repair Shop.	5	7	11,000
2.....	{Pom tanks.....}	Nov. 2, 1925	.....	5½	6	

WATER TOWERS.

NUMBER.	Serial Number.	Built by	Put in Service.	Weight. (Pounds.)
1.....	401-T.....	American-LaFrance, Type 17, Tractor..... American-LaFrance Tower.....	Jan. 18, 1927 Oct. 30, 1912	10,000
2.....	404-T.....	Kansas City Fire Department, Supply Company with American and British Tractor.....	{May 17, 1890} {May 29, 1916}	
3.....	403-T.....	International Company with American and British Tractor.....	{Nov. 2, 1900} {Feb. 1, 1915}	12,500
Reserve.....	402-T.....	American-LaFrance, Type 17, Tractor..... Kansas City Fire Department, Supply Company.....	Nov. 12, 1926 Dec. 18, 1893	

TOOLS AND MACHINERY IN MAINTENANCE DIVISION REPAIR SHOP.

Blacksmith Shop.	Boiler Room.	Hose and Harness Shop.	Main Floor.	Wheelwright and Machine Shop.
<p>5 forges.</p> <p>1 electric power hammer.</p> <p>1 gas tire heater.</p> <p>1 tire upsetter.</p> <p>1 punch and shears.</p> <p>1 lever shears.</p> <p>1 tire roller.</p> <p>2 rubber tire setters.</p> <p>1 bolt cutter.</p> <p>1 fan blower.</p> <p>1 power hack saw.</p>	<p>3 vertical tubular boilers, each 75 horse power.</p> <p>2 Blake boiler feed pumps.</p>	<p>1 Buckley electric hose testing and expanding engine.</p> <p>2 electrically-driven sewing machines.</p> <p>Numerous tools and appliances for repairing hose and harnesses.</p>	<p>1 Knowles triplex pump for hose testing.</p> <p>1 15 horse power motor.</p> <p>1 Richardson-Phoenix motor oil purifier (Model L).</p> <p>1 hydraulic press, 60-ton.</p> <p>1 3-ton overhead crane.</p> <p>1 air compressor and storage tank.</p> <p>1 5-ton auto ambulance.</p> <p>Appliances for repairing and charging batteries.</p> <p>1 Weaver tire changing tool.</p> <p>Also tools for the repair of automobile apparatus.</p>	<p>1 each engine lathes, with foot beds, 28 by 12, 16 by 12, 16 by 9, 14 by 8, and 14 by 6.</p> <p>1 16 by 10 speed lathe.</p> <p>1 16 by 10 wood lathe.</p> <p>1 26 by 26 planer, 8-foot bed.</p> <p>1 planer, 16 by 29, shaper.</p> <p>1 radial drill.</p> <p>3 upright drills.</p> <p>1 wall drill.</p> <p>1 circular saw.</p> <p>1 band saw.</p> <p>1 boring and mortising machine.</p> <p>2 buzz planers.</p> <p>1 grindstone.</p> <p>1 Syntron electric hammer.</p> <p>Numerous small tools.</p> <p>1 Brown & Sharpe universal milling machine.</p> <p>1 motor-driven valve grinding machine.</p> <p>1 electric emery wheel.</p>

EXPENDITURES FOR THE YEAR.

Personal Service:

Permanent employees	\$3,273,249 14	
Temporary employees	1,114 61	
Unassigned	3,649 78	
	<hr/>	\$3,278,013 53

Service Other Than Personal:

Printing and binding	\$726 85	
Advertising and posting	121 00	
Transportation of persons	915 09	
Cartage and freight	363 82	
Hire of teams and auto trucks	5,305 18	
Light, heat and power	27,986 28	
Rent, taxes and water	4,597 65	
Surety bond and insurance premiums	15 00	
Communication	10,894 57	
Motor vehicle repairs and care,	11,784 23	
Motorless vehicle repairs	15 00	
Care of horses	222 85	
Cleaning	8,858 64	
Disposal of ashes, dirt and garbage	6 50	
Expert	150 00	
Stenographic, copying and indexing	58 32	
Fees, service of venires, etc.	416 00	
Photographic and blueprinting	334 42	
General plant	87,408 51	
	<hr/>	160,179 91

Equipment:

Cable, wire, etc.	\$13,092 17	
Electrical	12,476 26	
Motor vehicles	250,822 97	
Furniture and fittings	6,963 04	
Office	993 99	
Tools and instruments	40,617 40	
Wearing apparel	25,932 52	
General plant	3,390 61	
	<hr/>	354,288 96

Supplies:

Office	\$7,491 54
Food and ice	647 04
Fuel	94,013 33
Forage and animal	1,068 31
Medical, surgical, laboratory	190 85
Laundry, cleaning, toilet	3,176 13
Motor vehicle	34,033 09

<i>Carried forward</i>	\$140,620 29	\$3,792,482 40
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FIRE DEPARTMENT.

85

<i>Brought forward</i>		\$140,620 29	\$3,792,482 40
Chemicals and disinfectants		2,990 52	
General plant		5,704 75	
		<hr/>	149,315 56
Materials:			
Building		\$19,933 08	
Electrical		3,228 50	
General plant		42,954 85	
		<hr/>	66,116 43
Special Items:			
Pensions and annuities		\$282,350 95	
Workingmen's compensation		49 50	
		<hr/>	282,400 45
			<hr/>
			\$4,290,314 84
Wire Division:			
Personal Service:			
Permanent employees		\$93,176 65	
Service Other Than Personal:			
Printing and binding	\$1,163 25		
Advertising	137 00		
Transportation of persons	3,126 71		
Surety bond and insurance premiums	12 00		
Communications	535 44		
General plant	236 40		
		<hr/>	5,210 80
Equipment:			
Motor vehicles	\$1,724 80		
Office	83 03		
Tools and instruments	48 51		
Wearing apparel	7 50		
		<hr/>	1,863 84
Supplies:			
Office	\$2,001 00		
Motor vehicle	289 95		
		<hr/>	2,290 95
Materials:			
Electrical	\$9 54		
General plant	109 10		
		<hr/>	118 64
Special Items:			
Pensions and annuities		600 00	
		<hr/>	103,260 88
			<hr/>
			<u>\$4,393,575 72</u>

New Fire Station, Engine 21, Dorchester:

Continuation of Payments:

Contractor, Archdeacon & Sullivan	\$21,639 75
F. J. Gallagher & Co., completing grounds	4,013 00
Architect, Mullhall & Holmes Company	854 68
Finished hardware	662 00
Gasolene tank equipment	390 00
Screens	352 00
Electric light fixtures	274 00
Four lanterns	268 00
Blueprinting	22 08
Advertising	13 00

\$28,488 51

New Central Fire Station:

Payments on Account:

Architect, John M. Gray Company	\$6,840 00
Real estate expert opinions	1,682 00
Printing specifications	670 02
Test borings	240 00
Blueprinting	9 00
Advertising	6 50

\$9,447 52

Fire Alarm Signal Station, Back Bay Fens:

Continuation of Payments:

Connor Electric Company, pulling cables	\$1,257 40
Grading grounds and driveways	1,893 20

\$3,150 60

New Fire Station, Engine 17 and Ladder 7, Dorchester:

Payments on Account:

Architect, James T. Ball	\$2,005 42
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Fire Station, Shawmut avenue and Tremont street:

Continuation of Payments:

Dorchester Rapid Transit, preparing plans, etc.	\$1,254 96
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Remodeling House, Engine 8:

Continuation of Payments:

Contractor, P. H. Rose Construction Company,	\$124 16
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RECAPITULATION.

Fire Department	\$4,393,575 72
New Fire Station, Engine 21, Dorchester	28,488 51
New Central Fire Station	9,447 52
Fire Alarm Signal Station, Back Bay Fens	3,150 60
New Fire Station, Engine 17 and Ladder 7, Dorchester	2,005 42
Fire Station, Shawmut avenue and Tremont street	1,254 96
Remodeling house, Engine 8	124 16
	<hr/>
	<u>\$4,438,046 89</u>

INCOME.

Permits for fires in open spaces, fireworks, blast- ing, transportation and storage of explosives	\$27,967 50
Sale of badges	577 00
Sale of old fire apparatus	3,332 18
Sale of old material	2,666 89
Sale of oil and gasolene	610 37
Sale of coal	20 00
Damage to cable	121 88
Damage to property	18 65
Damage to fire alarm posts and boxes	2,439 99
Damage to fire apparatus	2,480 35
Installing fire alarm boxes	87 10
Telephone refund	13 76
Central Fire Station:	
Sinking Fund	105 00
Rents:	
Church street property	225 00
Wire Division:	
Permits	95,701 01
	<hr/>
	<u>\$136,366 68</u>

ALARMS, FIRE LOSSES AND INSURANCE.

MONTHS.	ALARMS RECEIVED.						LOSS.		INSURANCE.		ALARMS.				Out of City.	Not in Building.	Extended to Others.	Confined to Building.	Damage None.	Damage Slight.	Damage Considerable.	Totally Destroyed.		
	FROM WHOM.						Buildings.	Contents.	Buildings.	Contents.	BELL.		STILL.											
	Members.	Police.	Citizens.	Telephone.	Automatic.	Unknown.					Total.	Fire.	False.	Needless.									Fire.	Needless.
January...	8	19	373	219	19	48	686	\$272,092	\$451,148	\$5,896,958	\$5,399,202	255	48	32	259	82	387	7	115	5	288	199	21	1
February..	17	12	283	175	11	37	535	298,397	213,721	5,146,863	1,232,749	190	37	16	206	77	346	12	34	4	199	171	21	1
March....	4	5	363	219	10	17	618	225,920	326,445	9,183,082	2,588,721	245	15	20	243	86	355	4	125	4	267	199	18	
April.....	18	14	544	417	11	26	1,080	143,868	127,771	10,366,531	1,805,652	400	27	17	518	60	342	6	567	3	698	206	10	1
May.....	9	15	387	239	11	24	685	189,709	201,705	5,353,862	1,404,928	272	22	21	321	43	283	9	298	3	396	181	13	
June.....	7	13	422	242	10	40	734	141,039	242,856	4,324,045	1,656,881	292	39	11	337	51	305	9	306	9	413	192	15	
July.....	9	23	468	253	20	43	816	309,064	426,383	5,221,871	2,556,112	370	42	19	307	65	311	11	351	4	445	214	14	
August....	5	12	287	109	6	39	458	177,042	222,125	2,612,592	803,646	179	38	27	159	49	189	6	137	6	195	131	6	
September.	6	12	261	143	7	43	472	130,390	77,245	6,207,077	855,114	179	42	15	187	43	207	3	152	4	226	131	5	
October...	5	9	322	154	12	37	539	84,416	56,034	7,413,561	1,196,000	209	35	20	205	63	253	3	153	5	248	152	8	1
November..	7	14	346	181	14	42	604	201,254	153,774	6,520,572	1,380,159	233	42	23	225	73	292	5	158	3	269	166	20	
December..	6	19	401	216	16	35	693	290,004	237,563	7,504,555	3,325,488	263	33	34	256	96	415	6	94	4	259	224	30	2
Totals.	101	167	4,457	2,567	147	431	7,870	\$2,463,195	\$2,736,770	\$75,751,569	\$24,204,652	3,087	420	255	3,223	788	3,685	81	2,490	54	3,903	2,166	181	6

CAUSES OF FIRES AND ALARMS, FROM JANUARY 1, 1926,
TO JANUARY 1, 1927.

Alarms, false, needless, bell and still.....	1,463	Hot ashes in wooden receptacle.....	111
Alarms, out of city.....	54	Incendiary and supposed, Lamp upsetting and explosion.....	31
Automatic alarms, false and accidental.....	97	Miscellaneous.....	8
Automobiles.....	535	Oil burners.....	546
Brush, rubbish, etc.....	1,584	Oil stove, careless use and explosion.....	49
Careless use lamp, candle, Careless use matches and set by rats.....	41	Overheated furnace, stove, boiler.....	30
Careless use pipe, cigar, cigarette.....	520	Set by boys.....	129
Chimneys, soot burning..	732	Sparks from chimney, stove.....	142
Clothes near stove.....	446	Sparks from locomotive engine.....	160
Defective chimney, stove pipe, boiler.....	11	Spontaneous combustion..	36
Electric wires, motors....	114	Thawing water pipes.....	158
Fireworks and firecrackers,	161	Unknown.....	16
Gas jet, gas stove.....	85		544
Gasolene, naphtha, benzine.....	13		
Grease in ventilator, oven,	13	Total.....	<u>7,870</u>
	41		

1926.	FIRE EXTINGUISHED BY						
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Streams.	Steamers.	Miscellaneous.	Citizens.
January.....	112	31	116	57	54	106	33
February.....	86	35	81	40	45	72	33
March.....	101	38	122	52	42	102	27
April.....	119	119	160	226	62	185	44
May.....	111	72	114	134	43	79	37
June.....	127	50	133	142	62	63	43
July.....	141	54	154	154	75	56	39
August.....	78	25	64	45	36	34	50
September.....	93	42	83	42	27	42	33
October.....	79	30	109	54	27	58	52
November.....	100	27	95	61	44	82	37
December.....	125	28	117	51	52	96	46
Totals.....	1,281	551	1,348	1,058	569	975	474

FIRES WHERE LOSSES EXCEEDED \$15,000.

DATE.	Location and Owner.	Loss.
1926.		
Jan. 6	332-340 Summer street, Kistler, Lesh & Co., Inc., <i>et al.</i>	\$267,103
Jan. 11	39 and 41 West street, I. Schneider <i>et al.</i>	16,622
Jan. 13	20-30 Maverick square, Maverick Realty Company	54,102
Jan. 16	380 and 382 Boylston street, C. Fisher Company <i>et al.</i>	15,877
Jan. 23	18-24 Simmons street, A. J. Tower Company	25,000
Jan. 24	27-35 Exchange street, Boston Curb Exchange <i>et al.</i>	22,009
Jan. 31	1063 and 1063A Blue Hill avenue, Mrs. L. Cohen <i>et al.</i>	16,678
Feb. 4	1 W. Third street, Gerstein Brothers & Cooper	24,306
Feb. 6	16-22 Hayward place, J. Simon <i>et al.</i>	23,330
Feb. 9	97 South street, St. Thomas Parish House	21,540
Feb. 13	24 North street, W. T. Crowther & Son <i>et al.</i>	18,060
Feb. 16	52 and 54 Devonshire street and 22 Congress square, Clarks, Inc., <i>et al.</i>	25,616
Feb. 19	280-284 Commercial street, Commercial Reed and Rattan Company <i>et al.</i>	20,852
Feb. 19	50-62 Hanover street, M. C. Rosenfeld Company <i>et al.</i>	45,142
Feb. 21	646-650A Huntington avenue, Huntington Avenue Home Pharmacy <i>et al.</i>	34,980
Feb. 21	59-65 Temple place, R. Saranoff <i>et al.</i>	25,791
Feb. 22	177 and 179 Washington street, Babcock's Lunch and Bakery <i>et al.</i>	24,897
Feb. 27	1255-1263 River street, E. Snyder <i>et al.</i>	18,262
March 3	29-33 Sleeper street, Twitchell Champlin Company <i>et al.</i>	25,044
March 5	695 Atlantic avenue, Essex Hotel Company <i>et al.</i>	21,431
March 12	37 and 39 Pearl street, Mass. Envelope Company <i>et al.</i>	29,809
March 13	63 Long Wharf, M. L. Hall Company <i>et al.</i>	143,501
March 13	119-135 Hanover street, 64-68 Union street, Monarch Clothing Company <i>et al.</i>	72,550
March 15	1797-1807 Washington street and 128 Northampton street, L. H. Gans <i>et al.</i>	15,672
March 25	50-54 Sudbury street, T. J. Holmes <i>et al.</i>	18,114
April 8	89 and 97 Federal street, Henderson Brothers <i>et al.</i>	27,139
May 2	569 and 571 Columbus avenue, Mrs. A. Mueller <i>et al.</i>	18,860
May 3	104-114 Lincoln street, Burtman Rondeau Company <i>et al.</i>	143,139
May 8	24 Jersey street, Boston American League Baseball Company <i>et al.</i>	26,705
June 18	24 Ralston road, Massachusetts Pottery Company <i>et al.</i>	25,452
June 21	121-125 Kingston street, Berger Dry Goods Company	21,576
June 25	659-665 Washington street, Max Goldman <i>et al.</i>	16,073

Fire Losses.—Concluded.

DATE.	Location and Owner.	Loss.
1926.		
June 28	23 and 25 Commercial street, North American Creamery Company <i>et al.</i>	\$35,825
June 28	73-85 Bedford street, Manhattan Collar Company <i>et al.</i>	32,574
June 29	Mystic Wharf, Boston & Maine Railroad	25,000
June 30	9 Lotus place, Kinney Manufacturing Company	15,768
June 30	20-26 Kingston street, Lion Neckwear Company <i>et al.</i>	41,863
July 6	638-648 Warren street, King Solomon K. P. Lodge <i>et al.</i>	17,994
July 8	626-636 Washington street, Hub Cloak and Suit Company <i>et al.</i>	21,718
July 16	242 Beacon street, G. C. Lee <i>et al.</i>	66,848
July 19	1653-1663 Blue Hill avenue, J. F. Glynn <i>et al.</i>	15,499
July 21	263-267 Atlantic avenue, D. J. Koury Company <i>et al.</i>	46,481
July 23	80 Border street, Atlantic Works <i>et al.</i>	342,758
Aug. 18	28 and 30 Canal street and 27 and 29 Merrimac street, William Leavens & Co. <i>et al.</i>	196,595
Aug. 19	133 Halleck street, J. A. DeVito Company	66,068
Aug. 20	69 Broad street, National Remedy Company <i>et al.</i>	19,470
Aug. 23	17 and 19 Ferry street, Miller Brothers <i>et al.</i>	16,617
Sept. 6	196 Marlborough street, Mrs. M. Handy <i>et al.</i>	59,420
Sept. 6	360 Columbus avenue, J. Rosenfield <i>et al.</i>	15,256
Sept. 17	11-17 Kingston street, Friedman Fashion Hat Company <i>et al.</i>	17,603
Sept. 28	52 and 54 Commercial street, Kay Furniture Company <i>et al.</i>	25,096
Nov. 6	94-98 Washington street and 28-34 Friend street, Hoover Furniture Company <i>et al.</i>	60,057
Nov. 15	28-90 Commercial street, Carlisle Ayer Company	34,599
Nov. 27	149 Hemenway street, E. L. Brodie <i>et al.</i>	17,124
Nov. 27	440-446 Tremont street, New England Film Laboratories <i>et al.</i>	21,663
Dec. 7	178-188 Harvard avenue, Sunshine Art Stores <i>et al.</i>	40,672
Dec. 8	250 Commercial street, Lord & Webster <i>et al.</i>	19,259
Dec. 12	180-188 Congress street, Arnold Roberts Company <i>et al.</i>	35,507
Dec. 16	17 and 19 Dixwell street, S. Ginsberg <i>et al.</i>	18,754
Dec. 19	770 Washington street, Taylor Furniture Company	20,270
Dec. 24	467 and 469 Washington street, Hudson Suit and Cloak Company <i>et al.</i>	58,214
Dec. 25	59 and 61 Cambridge street, Liberty Tobacco Company <i>et al.</i>	15,203
Dec. 31	65 and 67 Merrimac street and 115 and 117 Portland street, Haymarket Electrical Supply Company <i>et al.</i>	25,534

STATISTICS.

Population, January 1, 1927 (estimated)		793,000
Area, square miles		47.81
Number brick, etc., buildings		39,333
Number wooden buildings		85,300
Fires in brick, stone, etc., buildings	2,207	
Fires in wooden buildings	1,559	
Out of city	54	
Not in buildings, false and needless	4,050	

Total alarms 7,870

FIRE LOSS FOR THE YEAR ENDING DECEMBER 31, 1926.

Buildings, loss insured	\$2,378,052
Contents, loss insured	2,613,900

\$4,991,952

Buildings, loss not insured	\$85,143
Contents, loss not insured	122,870

208,013

Total loss buildings and contents . . . \$5,199,965

Marine loss \$31,487

YEARLY LOSS FOR THE LAST FIFTEEN YEARS.

Year ending January 1, 1913	\$2,531,017
" " " 1, 1914	* 3,138,373
" " " 1, 1915	3,013,269
" " " 1, 1916	3,004,600
" " " 1, 1917	† 2,372,489
" " " 1, 1918	‡ 3,981,227
" " " 1, 1919	2,822,109
" " " 1, 1920	2,577,584
" " " 1, 1921	3,139,566
" " " 1, 1922	4,010,201
" " " 1, 1923	3,304,595
" " " 1, 1924	6,286,299
" " " 1, 1925	4,735,595
" " " 1, 1926	5,407,070
" " " 1, 1927	5,199,965

* Does not include marine loss of \$1,116,475, steamship "Templemore."

† Does not include marine loss of \$101,302, steamship "City of Naples" *et al.*

‡ Does not include marine loss of \$75,660.

ALARMS FOR THE PAST TEN YEARS.*

YEAR.	Bell.	Still and Automatic.	Totals.
1926.....	3,762	4,108	7,870
1925.....	3,798	3,904	7,702
1924.....	3,640	4,353	7,993
1923.....	3,239	4,002	7,241
1922.....	2,733	3,401	6,134
1921.....	2,359	2,888	5,247
1920.....	2,029	2,456	4,485
1919.....	2,733	2,690	5,423
1918.....	2,413	2,649	5,062
1917.....	2,252	2,526	4,778

* Each fire is treated as having only one alarm.

JOHN E. FITZGERALD MEDAL.

John J. Leary, Ladderman, Ladder Company 1, for 1922.
 Daniel J. O'Brien, Captain, Engine Company 10, for 1923.
 Thomas F. Kilduff, Ladderman, Ladder Company 4, for 1924.

WALTER SCOTT MEDAL.

Dennis M. Condon, Lieutenant, Ladder Company 1, for 1922.
 James H. Curran, Hoseman, Engine Company 8, for 1923.
 Edward J. Crowley, Hoseman, Chemical Company 7, for 1924.

ROLL OF MERIT, BOSTON FIRE DEPARTMENT.

James F. McMahon, District Chief.
 Edward McDonough, Captain, Engine Company 6.
 Thomas J. Muldoon, Captain, Engine Company 16.
 Thomas H. Downey, Captain, Engine Company 22.
 Michael J. Teehan, Captain, Engine Company 24.
 Joseph P. Hanton, Captain, Engine Company 33.
 Dennis Driscoll, Captain, Engine Company 37.
 Frederick F. Leary, Captain, Ladder Company 3.
 Carl S. Bowers, Lieutenant, Aid to Chief.
 Henry J. Kelly, Lieutenant, Engine Company 32.
 Timothy J. Heffron, Lieutenant, Ladder Company 9.
 Michael J. Dacy, Lieutenant, Ladder Company 20.
 John J. Kennedy, Ladderman, Ladder Company 13.
 Martin A. Kenealy, Captain, retired.
 James E. Downey, Hoseman, retired.
 James J. Buchanan, Hoseman, Chemical Company 7.
 Arthur A. Ryan, Hoseman, Engine Company 13.
 Carl V. Anderson, Ladderman, Ladder Company 8.

MEMBERS PENSIONED FROM JANUARY 1, 1926, TO
DECEMBER 1, 1926.

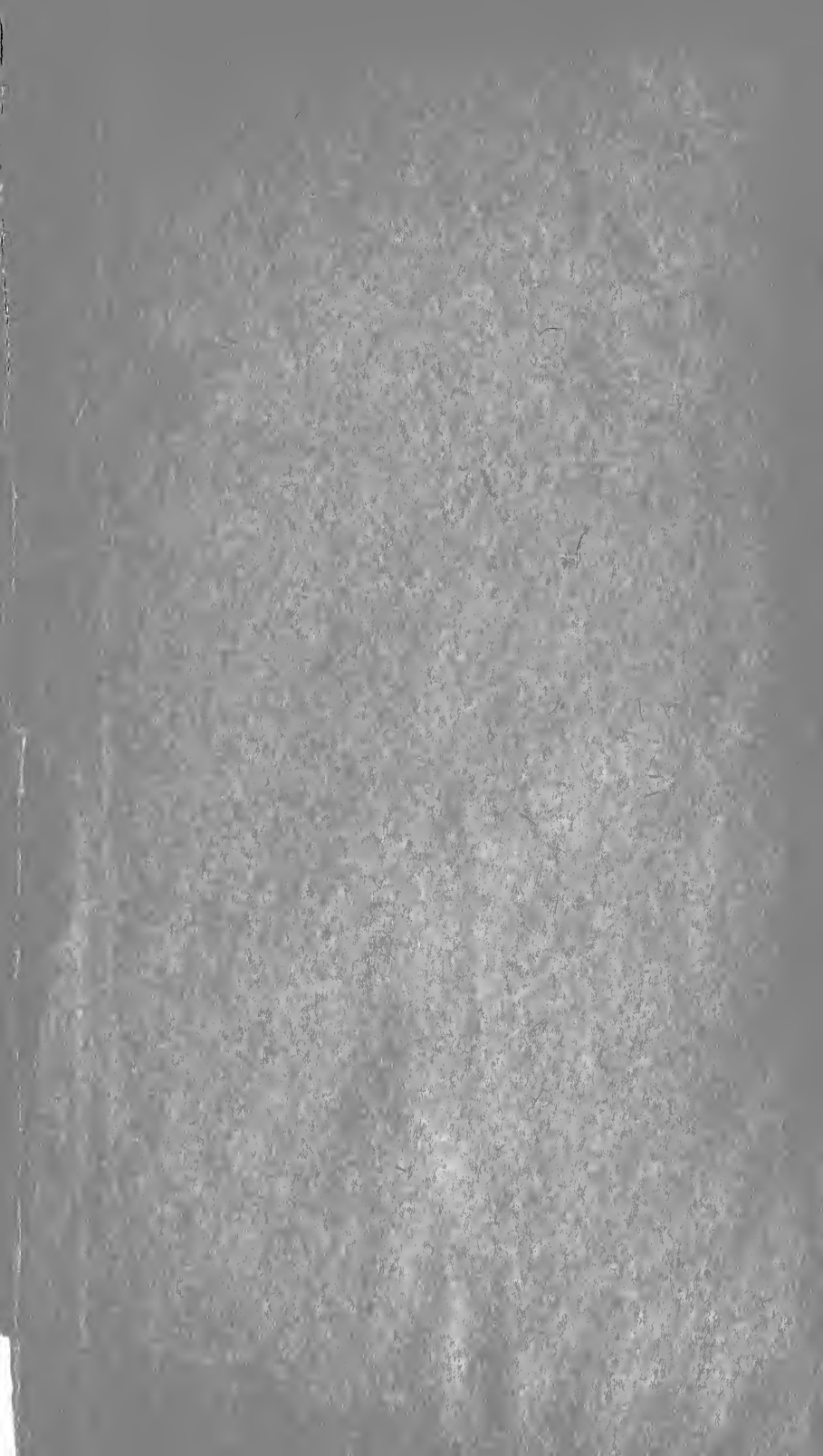
Eugene H. Byington.	Charles A. Randall.
Mrs. Mary C. McDonough.	Mrs. Margaret F. Brotherson.
Albert F. Single.	Mark N. Sibley.
Mrs. Mary A. Campbell.	James J. Hughes.
Henry J. Kelly.	William E. McKeever.
Joseph F. McManus.	Thomas J. Muldoon.
Peter M. Kendrick.	Thomas J. Fitzgerald.
Mrs. Mary B. Travers.	Charles E. Whiting.
Miles E. Tennihan.	Mary F. Hines.
Charles C. Springer.	Fred S. Young.
Daniel M. Cranitch.	

DEATHS OF MEMBERS FROM JANUARY 1, 1926, TO
DECEMBER 1, 1926.

James W. Collins.	Francis H. Campbell.
Capt. George H. Hutchings.	District Chief Joseph H.
Michael J. Travers.	Kenney.
John E. Lorway.	John M. Devine.

DEATHS OF PENSIONERS FROM JANUARY 1, 1926, TO
DECEMBER 1, 1926.

James Elsworth.	Albert S. Penney.
Lieut. Daniel L. Cadigan.	James F. Boyle.
Michael J. Lawler.	James M. Elliott.
John I. Quigley.	David J. O'Connell.
George B. Norton.	Henry J. Kelly.
Gardner Dennison.	Jeremiah F. Sullivan.
Alfred G. Baynton.	Henry Heymann.
W. J. Dower.	H. G. Dwight.
William J. Gaffey.	Thomas C. Haney.
John Lynch.	



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