

No. 6355.53

1951-58



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ANNUAL REPORT
OF THE
PUBLIC WORKS DEPARTMENT

FOR THE YEAR ENDING DECEMBER 31, 1955

BOSTON, January 2, 1956.

HON. JOHN B. HYNES,
Mayor of Boston.

DEAR MR. MAYOR:

In compliance with the provisions of section 24 of chapter 3 of the Revised Ordinances of 1947, I respectfully submit the annual report of the Public Works Department and of the Public Improvement Commission for the year ending December 31, 1955.

FISCAL.

The total expenditures of the department for the year were \$21,288,729, of which \$3,222,387.52 represents water assessments levied by the Metropolitan District Commission, and \$624,373.86 represents Metropolitan District Commission sewer assessments.

The receipts of the Water Division totaled \$6,237,141.79, and the revenue derived from the operation of the Summer Tunnel reached a record high of \$2,413,231.59.

The operation of the Summer Tunnel resulted in a record-breaking surplus of \$1,022,063.14, and the surplus resulting from the sale of water amounted to \$57,917.28.

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LOAN ORDERS.

On April 26, 1955, a City Council order was approved by your Honor, which provided, under the provisions of section 7 of chapter 44 of the General Laws, that the sum of \$2,000,000 be appropriated for the construction of public ways and the sum of \$1,000,000 be appropriated for the construction of sewerage works, and on May 3, 1955, that the sum of \$225,260.50 be appropriated for departmental equipment.

STREET CONSTRUCTION WORK.

State-Aid Program.

Last year we completed a considerable amount of street reconstruction under the Chapter 90 State-Aid Highway Reconstruction Program. The following important main highways were constructed under the State-Aid Program:

Cummins Highway, West Roxbury, from Washington street to Harvard street.

Hyde Park avenue, West Roxbury, from Walk Hill street to Cummins Highway.

Neponset avenue, Dorchester, from Adams street to Gallivan Boulevard.

Southampton street, Roxbury and South Boston, from Massachusetts avenue to Andrew square.

The total cost of the Chapter 90 Construction Program in Boston for the year 1955 was \$548,570.57, of which the State Department of Public Works, under the provisions of section 34 of chapter 90 of the General Laws, paid 45.8 per cent, thereby presenting a substantial savings of \$251,058.05 to the taxpayers of Boston. Construction was started on Dorchester street, South Boston, and Terminal street, Charlestown, but was not completed in 1955. It is planned to again conduct an extensive program of street construction under this chapter in 1956.

Non-State-Aid Program.

We also completed a major street reconstruction program, comprising extensive construction and reconstruction, in every section of the city. Several important traffic arteries resurfaced by the department during the year are listed as follows:

A street, South Boston, from Dorchester avenue to Congress street.

Cambridge street, City Proper, from Charles street to Blossom street.

Dock square, City Proper.

Dorchester avenue, Dorchester, from Adams street to Hancock street.

Huntington avenue, Roxbury, from Massachusetts avenue to Ruggles street.

Longwood avenue, Roxbury, from Huntington avenue to the Brookline line.

Perkins street, West Roxbury, from Chestnut street to Parkman Drive.

Pond street, West Roxbury, from Avon street to Mt. Walley avenue

Poplar street, Hyde Park, from Beech street to West street.

Summer street, South Boston, from Fort Point Channel to B street.

In continuation of our policy of replacing brick sidewalks with cement concrete in the older sections of the city, contracts during the year totaling approximately \$84,000 were awarded for this work.

The following is a summarized financial statement of the expenditures made in 1955 for highway improvements:

Budgetary Item.		
Public Ways, Construction of (Loan Account)		\$2,371,056 82
Public Ways, Construction of (Revenue Account)		146,226 51
Reconstruction of Streets (including sidewalks)		64,898 34
Sidewalks, Construction and Reconstruction of		31,742 47
Total		<u>\$2,613,924 14</u>

The following is a summarized record of the highway improvement work done by the department in 1955:

Number of Streets Constructed or Reconstructed, 157.

Includes 43 new streets and 3 footways ordered laid out and constructed under the provisions of chapter 393 of the Acts of 1906.

Miles of Streets Improved, 24.53.

Includes 5.66 miles of so-called Chapter 90 state-aid highway improvements.

Miles of Sidewalks Improved, 2.79.

In addition to sidewalk improvements included in the above-noted street improvements.

We also completed during the year the removal of 274 gas lamps, which were replaced with an equal number of 1,000- or 2,500-lumen electric lamps. It is our intention to continue with this program in 1956.

SNOW REMOVAL.

We were fortunate during the past year in that no snowstorms of major proportions occurred. Only two storms had snowfall of appreciable precipitation — February 1, 3.8 inches, and March 4 to 5, 4.7 inches. No snow removal was required by contract forces, but contractors' plows were hired for plowing following the aforementioned two storms.

There are 743.35 miles of public streets that have to be plowed and maintained during the winter months. The department's fleet of thirty-seven (37) snow fighters was used to plow, sand, and salt the streets of the downtown area. Most of the plowing work in the rest of the city was done by approximately 250 trucks rented on an hourly basis from contractors.

The cost of snow removal work for 1955 was \$240,019.43.

BRIDGES.

On May 13, 1955, the Fort Point Channel, above Dorchester avenue, was declared nonnavigable by action of the Federal Government on petition of the Commonwealth of Massachusetts and the City of Boston. This act will allow the elimination of the drawspans of the Broadway and Dover Street Bridges, and provide a considerable savings in bridge operating costs.

During the year we petitioned the Corps of Engineers, U. S. Army, for a change in the operating regulations of the Charlestown, Malden, L Street, Summer Street, Northern Avenue, and Congress Street Bridges. The petition requested a change in regulations similar to those granted for the Broadway and Dover Street Bridges in 1954, which provided the bridges to be closed to navigation from 4 P.M. until 9.30 A.M. each day. It is expected that this petition will be granted in 1956 and will result in a future substantial savings to bridge operating costs.

On September 12, 1955, work was started on the reconstruction of the approach spans of the Charlestown Bridge under a contract awarded to Builders Iron Works in the

amount of \$931,000. Charles A. McGuire & Associates were engaged to prepare plans and specifications for the repair and renewal of the drawspans for this bridge, including the operating mechanism.

HURRICANE FLOODS.

As a result of rainfall as an aftermath of Hurricane Diane, the precipitation occurring on August 18 and 19, 1955, was the heaviest in the history of the Boston Weather Bureau. The total rainfall over the two-day period was 11.94 inches, occurring in 36 hours. The 24-hour rainfall of 8.40 inches broke the previous record of 6.04 inches on July 9, 1921.

Extensive areas in the South End, Back Bay, and Roxbury were flooded, and hundreds of cellars were pumped out by the department forces with some assistance from the Fire Department manning civil defense pumps. All available contractors' pumps were also engaged for this work. About the time we finished pumping out the cellars in these districts, the Neponset River, Charles River, and Mother Brook had reached their maximum crest. As a result, the Island Section in Hyde Park and Belnel Village in Dorchester were flooded, the water standing several feet deep in many of the basements, and deep enough in Belnel road and Margin street to require the use of rowboats to provide ferry service to the residents. Your Honor established an emergency committee under the direction of the Civil Defense Department with headquarters in the Hyde Park Municipal Building. A representative of this department assigned to the committee furnished transportation to the Health Department for the distribution of chloride of lime to householders for disinfecting the water in their basements and provided for daily refuse collections in both areas.

When the river subsided sufficiently, the department put all its available pumps and equipment into these areas and dewatered all the flooded basements. While waiting for the river flow to subside, the department made every effort to lower the depth of flow in the Neponset River and Mother Brook and to protect property and lives by clearing debris from the crest of Union Waste Paper Dam in Dedham, from the Jenkins Dam and from the upstream side of the Central Avenue Bridge, both in the Dorchester Lower Mills area, and by inducing the

owners of the Jenkins Dam and the Walter Baker Dam to raise the dam sluice gates to their full opening in order to lower the depth of flow upstream.

REFUSE DISPOSAL.

During the year, we acquired 124,821 square feet of land, located northerly of South Bay avenue, Roxbury, by taking from the New York, New Haven & Hartford Railroad, for a site for the South Bay Incinerator. On December 2, 1955, proposals were received for the furnishing of incinerator equipment, including furnaces, waste-heat boilers, fly-ash controls, and other appurtenances. Five bidders submitted proposals on three types of furnaces — namely, the circular furnace with a rotary stoker, a rectangular furnace with a reciprocal stoker, and a rectangular furnace with a traveling grate stoker. An award of this equipment contract will be made after evaluation of the bids by the consulting engineers, Metcalf & Eddy, and the department, and then plans and specifications will be prepared for the incinerator building. It is expected that construction of this plant will start early in 1956.

Contracts for the collection of refuse and garbage, awarded on April 1, 1955, provided that five more collection districts will be supplied with rubbish trucks having the modern all-enclosed steel bodies. This makes a total of sixteen (16) out of the seventeen (17) districts now being furnished with these sanitary refuse trucks.

NEW BUILDING.

Architect William W. Drummey was engaged to prepare plans and specifications and supervise the construction of the following three new facilities for the department in 1955. An office building and garage at the new yard located at the Arborway and Forest Hills street, West Roxbury, to house the offices of the Highway, Sanitary, Sewer and Water Divisions, and to provide storage for fifteen (15) snow fighters and one (1) snow loader. The work was done by the Park Construction Company at a cost of \$146,706.90 and completed on September 4, 1955. A garage to provide storage for six (6) snow fighters at the Western Avenue Yard, Brighton, constructed under contract with J. J. Bonavire, Inc., at a cost of \$41,988, was completed on September 15, 1955. An addition to the

Highland Street Garage, Roxbury, to provide additional stockroom space, is being constructed by Kane & Diaferio Construction Company, at an estimated cost of \$20,000. Work will be completed early in 1956.

PURCHASE OF EQUIPMENT.

New equipment purchased during the year included two (2) Chevrolet carryalls, one (1) Ford sedan, one (1) Buick sedan, two (2) Ford $\frac{1}{2}$ -ton trucks, seventeen (17) Ford 3-ton trucks, three (3) Diamond-T 5-ton trucks, one (1) Ford truck with back hoe and catch-basin cleaner, one (1) Ford wrecker truck, one (1) G.M.C. wrecker truck, two (2) Ford emergency utility trucks, one (1) Ford stake truck, one (1) Unit self-propelled crane, two (2) Walter snow fighters, nine (9) Hough front bucket loaders, and twenty-two (22) Baughman sanding bodies.

PERSONNEL.

There were 2,022 employees in the department as of December 31, as compared with 2,050 employees on January 1, 1955.

DETAILED REPORTS.

Appended hereto are reports submitted by the Division Engineers relative to the activities of their divisions in 1955, and also a report of the Public Improvement Commission describing its activities for the year 1955.

Respectfully submitted,

GEORGE G. HYLAND,
Commissioner of Public Works.

The records of the department show that there are now 2,022 persons eligible for employment in the several divisions, and of that number 2,010 were upon the January 1, 1956 payrolls.

Grade and Number of Employees.

TITLE.	SERVICES.									Total.
	Central Office.	Automotive.	Bridge.	Highway-Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	
Commissioner.....	1									1
Division engineers.....			1	1	1	1		1		5
Chief engineer.....									1	1
Associate civil engineer.....	1									1
Assistant division engineer.....				1						1
Superintendents and assistants.....				2	3	1	1	2		9
District supervisors.....					13					13
Supervisors and assistants.....	1	1		2			1	2		7
Principal senior and civil engineers.....			11	18		21		4	10	64
Junior civil engineers.....			3	2		3		1	3	12
Senior engineering aids.....				15		7		2	9	33
Junior engineering aids.....				2		1		1		4
Senior public relations representative.....					1					1
Automotive and senior electrical engineers.....		1					2			3
Assistant electrical engineers.....				2						2
Chief pumping station engineer.....						1				1
Pumping station engineers and stationary engineers.....						4				4
General foremen.....		1			1					2
District foremen.....				12	6	5		5		28
Other foremen.....		10	1		3	1	2	5		22
Chief inspectors.....				1		2				3
Inspectors.....		1	4	60	68	19		17		169
Legal assistant.....								1		1
Chief electrician.....							1			1
Electrician operators.....			1	1		2	14			18
Executive secretary, P.W.D.....	1									1
Executive secretary and assistants.....									2	2
<i>Carried forward.....</i>	4	14	21	119	96	68	21	41	25	409

Grade and Number of Employees.—Continued.

TITLE.	SERVICES.									
	Central Office.	Automotive.	Bridge.	Highway-Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	Total.
<i>Brought forward</i>	4	14	21	119	96	68	21	41	25	409
Senior personnel officer and assistant	2									2
Head administrative clerk						1				1
Head clerks		1	1	1	1	1	1	3		9
Principal clerk and secretary	1									1
Principal clerks, stenographers, account clerks, etc.	1	2	4	9	2	4		6	5	33
Technical clerk								1		1
Senior clerks, typists, stenographers, etc.	3	5	1	5	3	2	1	32	2	54
Clerk-stenographers, clerks, typists		1		2	1	1		11		16
Telephone operators					1			1		2
Head cashier							1			1
Senior cashier and cashiers				1			4	1		6
Principal storekeepers		1			1					2
Senior storekeeper and storekeepers		1								1
Chief water meter reader								1		1
Supervisor and special water meter readers								3		3
Water meter readers and clerks								29		29
Sergeant tollmen guards							4			4
Tollmen guards							42			42
Supervisor, mobile guard		1								1
Sergeant, mobile guard		2								2
Mobile guards		13								13
Drawtenders and assistants			127							127
Marine captains			1		1					2
Analytical chemist				1						1
Chief and senior investigator				2						2
Estimators and investigators				6						6
Dispatcher		1								1
Plumbers								24		24
Head photostat operator									1	1
Photostat operators						1			1	2
<i>Carried forward</i>	11	42	155	146	106	78	74	153	34	799

Grade and Number of Employees.—Concluded.

TITLE.	SERVICES.									Total.
	Central Office.	Automotive.	Bridge.	Highway-Lighting.	Sanitary.	Sewer.	Tunnel.	Water.	Survey.	
<i>Brought forward</i>	11	42	155	146	106	78	74	153	34	799
Principal duplicating machine operator.....									1	1
Sewer gateman.....						5				5
Yardmasters and yardmen.....			1	3	1	5		7		17
Road roller operators.....				2						2
Working foremen.....		2	3	1	3	6	1	20		36
Sewage screen operators.....						2				2
Firemen and oilers.....						10				10
Steamfitters.....				1				1		2
Repairmen and maintenancemen.....		32	2	5	1	7	3	78		128
Crane operators.....				1				1		2
Maintenance mechanics and helpers, etc.....		1			5			22		28
Carpenters and helpers.....			12	2	6	1		2		23
Welders.....		3			2					5
Painters.....		2	2	2	7		1			14
Pavers.....				48				2		50
Blacksmith and helpers.....				1	16			1		18
Bricklayers.....					1	5		1		7
Sewer cleaners.....						17				17
Catch-basin machine operators.....						8				8
Heavy motor equipment operators.....		2		11	56	1	13	18		101
Motor equipment operators.....		5	5	48	105	25		20		208
Junior building custodian.....								1		1
Garage attendants.....		20					2			22
Laborers.....		22	2	87	316	20	7	52		506
Constables.....				1	6			3		10
Totals.....	11	131	182	359	631	190	101	382	35	2022

Number of Employees Actually Employed January 1, 1955, and January 1, 1956.

	Survey.	Tunnel.	Central Office.	Bridge.	Water.	Paving and Lighting.	Sanitary, Street Cleaning.	Sewer.	Automotive.	Total.
January 1, 1955.....	36	104	10	185	380	370	616	195	134	2,030
January 1, 1956.....	35	99	11	181	380	357	629	188	130	2,010

Total Eligible Force.

January 1, 1955.....	37	105	10	186	384	375	620	196	137	2,050
January 1, 1956.....	35	101	11	182	382	359	631	190	131	2,022

Appointments, Transfers, Resignations, Retirements, Deaths, etc., of Employees.

Died.	Retired.	Transferred to Other Departments.	Transferred to Other Services.	Discharged.	Resigned.	January 1, 1955.	SERVICES. 1955-1956.	January 1, 1956.	Transferred from Other Services.	Transferred from Other Departments.	Reinstated.	Appointed.
.....	.....	1	.....	.....	.....	10	Central Office....	11	1	1	.....	.....
2	6	1	.....	.....	2	137	Automotive.....	131	4	1	.....	.....
1	3	1	3	.....	1	186	Bridge.....	182	5	.....	.....	.....
4	17	6	6	.....	9	375	Highway.....	359	5	6	1	14
14	24	1	5	.....	5	620	Sanitary.....	631	2	5	1	52
2	8	.....	3	.....	3	196	Sewer.....	190	.....	.....	1	9
.....	2	.....	.....	.....	.....	37	Survey.....	35	.....	.....	.....	.....
2	4	1	2	.....	4	105	Tunnel.....	101	2	2	.....	5
8	15	1	5	2	6	384	Water.....	382	5	6	1	23
33	79	12	24	2	30	2,050	Totals.....	2,022	24	21	4	103

MAINTENANCE APPROPRIATIONS AND EXPENDITURES.

DIVISION OR SERVICE.	Total Appropriations, Including Transfers and Amounts Carried Over from 1954.	Expenditures.	Unexpended Balance.
Central Office	\$61,611 68	\$61,611 68	\$0 00
Automotive Division	676,124 45	673,206 45	2,918 00
Bridge Division	724,485 17	715,506 86	8,978 31
Highway Division	1,685,539 56	1,512,577 24	172,962 32
Lighting Service	1,431,032 84	1,431,031 78	1 06
Sanitary Division	4,850,351 99	4,811,648 42	38,703 57
Sewer Division	929,596 73	911,135 68	18,461 05
Sumner Tunnel	648,261 05	641,098 96	7,162 09
Survey Division	136,068 24	136,068 24	0 00
Water Division	2,825,437 68	2,572,383 47	253,054 21
Totals	\$13,968,509 39	\$13,466,268 78	\$502,240 61

LOANS AND SPECIAL APPROPRIATIONS.

TITLE.	Total Amount Available.	Expenditures.	Unexpended Balance.
Bridges, Repairs, etc. (Revenue)	\$318,015 80	\$220,595 13	\$97,420 67
Bridges, Construction of (Non-Revenue)	2,103,906 38	341,103 55	1,762,802 83
Bridges, Construction of (Revenue)	275,536 59	251,811 38	23,695 21
Construction of Buildings and Original Equipment and Furnishings Thereof (Non-Revenue)	133,661 09	125,000 00	8,661 09
Reconstruction of Streets (Revenue)	137,129 21	66,896 39	70,232 82
Public Ways, Construction of (Revenue)	166,143 44	144,228 46	21,914 98
Public Ways, Construction of (Non-Revenue)	4,061,682 78	2,371,056 82	1,690,625 96
Sidewalks, Construction and Reconstruction of (Revenue)	108,924 14	31,742 47	77,181 67
Street Signs (Revenue)	9,934 28	9,697 63	236 65
Snow Removal (Revenue)	349,767 15	240,019 43	109,747 72
Incinerator Building, Construction and Equipping (Non-Revenue)	1,200,000 00	80 00	1,199,920 00
Sewerage Works (Non-Revenue)	1,248,527 13	444,599 11	803,928 02
Totals	\$10,113,227 99	\$4,246,860 37	\$5,866,367 62

APPENDIX A.

REPORT OF THE AUTOMOTIVE DIVISION FOR
THE YEAR 1955.

Boston, January 2, 1956.

To the Commissioner of Public Works.

DEAR SIR:

I am submitting herewith the annual report of the Automotive Division of the Public Works Department for the year ending December 31, 1955. This report covers the activities of the five garages, the Mobile Patrol, and the Motor Pool.

The quota of employees assigned to the Automotive Division was one hundred thirty-nine, but, due to vacancies, the number of employees averaged one hundred thirty-two. These employees were assigned to the following duties: One temporary division engineer, in charge of the division; nine employees assigned to office work; four employees assigned to the stockroom; three employees assigned to wreckers; thirty-nine employees assigned to repair work; thirty-seven employees assigned to maintenance of buildings, gasoline and oil dispensing, cleaning, watchmen's duties, and motor vehicle operation; and thirty-nine employees assigned to the Mobile Patrol, which maintains a watch over Public Works Department property and equipment between the hours of 4 P.M. and 8 A.M.

The office maintained by the division at City Hall processed 1,973 requisitions in 1955, of which 1,105 were service orders and 868 were purchase orders. A petty cash fund of \$300 was used to make about one hundred purchases a month, usually under \$3 each. The City Hall office reports the following expenditures from the 1955 appropriation.

Personal services	\$468,200 00
Contractual services	42,184 90
Materials and supplies	149,190 45
Rents and registration fees	12,085 59
Purchases of new equipment	1,545 51

\$673,206 45

An equipment loan was issued in 1955 to purchase new automotive equipment, and from this loan, and water division and snow removal funds, the following equipment was ordered.

- 2 Chevrolet carryalls
- 1 Ford sedan
- 1 Buick sedan
- 2 Ford $\frac{1}{2}$ -ton trucks
- 17 Ford 3-ton trucks
- 3 Diamond-T 5-ton trucks
- 1 Ford truck with back hoe and catch-basin cleaner
- 2 Wrecker trucks, (one Ford, one G.M.C.)
- 2 Ford emergency utility trucks
- 1 Ford stake truck
- 1 Unit self-propelled crane
- 2 Walter snow fighters
- 9 Hough front bucket loaders
- 22 Baughman sanding bodies

Delivery of the above equipment was made late in 1955 and early in 1956.

To provide additional garage space, and to enable the department to place snow fighters in strategic positions, two new garages were built in 1955, one at Forest Hills to store fifteen snow fighters, and one at Brighton to store two snow fighters and other snow-fighting equipment.

The Forest Hills garage was equipped with a new air compressor piped throughout the building, and with small power tools, jacks, and stands, to expedite minor repairs on snow fighters. Three motor equipment repairmen were assigned to this garage for the winter months. One motor equipment repairman was assigned to the new Brighton garage during snow removal work.

The Highland Street garage repair shop performed approximately one hundred overhaul jobs, one thousand major repair jobs, and twelve thousand minor repair jobs, including tire repairs and lubrication check-ups.

It is now our practice to assign men to specialized duty; one group is assigned to work on the thirty-six snow fighters; other men are assigned to repair of the twenty-nine sanders, and the twenty-eight front bucket loaders and snow loaders. The men seem to feel more responsible when given the care of certain equipment, and, because much of the snow removal equipment is old, constant attention is necessary. During January, 1955, the M.T.A.

transferred four snow fighters to the City of Boston, when the city agreed to plow and sand streetcar and bus routes.

In addition to the construction of two new garages, an addition to the Highland Street garage is being built to provide additional stockroom space. It has been difficult to operate efficiently in the present cramped quarters, and almost impossible to take inventory. Renovations were made to the Albany Street garage with the conversion of the direct current electrical system to alternating current. We expect this changeover to cut operating costs and allow us to operate modern equipment and tools. A new overhead door was also installed, and further improvements are planned, including a larger air compressor.

The Automotive Division received commendation from Mr. Joseph Malone, Director of Civil Defense, for work performed during the floods caused by the heavy rains in the month of August, 1955. The employees of the division worked on a 24-hour basis throughout the storm, not only repairing equipment, but manning various types of pumps used to pump out flooded cellars, etc.

The year 1955 witnessed the retirement of two veteran employees of the Automotive Division, namely, Division Engineer J. Leo McGrath, and Superintendent of Automotive Maintenance Daniel J. Coughlin. Mr. McGrath entered the employ of the City of Boston on March 25, 1912, and retired August 10, 1955. He served for many years with the Water Division before appointment as Division Engineer on January 23, 1950. Mr. Coughlin entered employment November 24, 1924, and retired February 15, 1955; all of his service was with the Automotive Division.

The Mobile Patrol and the Motor Pool operated in a satisfactory manner during 1955. The Motor Pool consists of one dispatcher and nine drivers (one from the Automotive Division). The dispatcher makes all assignments to the drivers, and also has charge of the short-wave radio. Within the Public Works Department there are forty-one cars equipped with two-way radios. The Motor Pool assignments outside the Public Works Department consist of the following:

Institutions Department, conveying patients to Tewksbury, Long Island, and Nazareth.

Purchasing Department, conveying inspectors to sources of supplies.

Public Library, checking district libraries.

Election Department, conveying voting machine inspectors, and work on election day.

Assessing Department, Printing Department, Public Celebrations, and Mayor's Office, various assignments.

Real Estate Division, conveying city auctioneer to those locations where city-owned property is to be auctioned.

The Mobile Patrol Section, with thirty-nine men and four vehicles, patrolled the city, protecting Public Works Department property. The fifteen mobile guards are assigned to various shifts, 4 P.M. to 12 midnight, and 12 midnight to 8 A.M., as well as around the clock on Saturday, Sunday, and holidays. The guards inspect all yards, and at each location punch a Detex time clock. Watchmen are permanently stationed on locations where experience has shown that it is advisable to have a man present at all times to protect city property.

Respectfully submitted,

JAMES H. STEWART,
Chief Automotive Engineer.

NUMBER OF EACH TYPE OF AUTOMOTIVE EQUIPMENT
IN PUBLIC WORKS DEPARTMENT.

Passenger cars	71
Trucks, $\frac{1}{2}$ -ton	67
Trucks, 1- to $1\frac{1}{2}$ -ton	91
Trucks, 2- to 3-ton	94
Trucks, 5- to 8-ton	5
Compressors	10
Trailer compressors	2
Crawler tractors	4
Street flushers	6
Sidewalk rollers	11
Street sweepers	26
Snow fighters	36
Snow loaders and bucket loaders	7
Front bucket loaders	21
Miscellaneous equipment (trailers, lighting plants, generators, steam cleaners, lawn mowers, etc.)	44
Total	495

VEHICLE ACCIDENT BREAKDOWN, 1950 THROUGH 1955.

YEAR	January	February	March	April	May	June	July	August	September	October	November	December	Total	YEAR
1950.....	23	31	21	22	13	18	3	13	19	15	19	20	217	1950
1951.....	32	28	24	11	24	21	11	14	14	16	17	28	240	1951
1952*.....	33	57	17	11	18	12	12	20	16	19	12	21	248	1952
1953.....	24	29	24	17	18	21	19	9	21	16	14	9	221	1953
1954†.....	42	10	13	13	11	10	15	14	20	8	11	24	191	1954
1955.....	21	15	21	10	12	13	5	16	14	7	17	12	163	1955

*Mayor's Automotive Advisory Committee and Accident Review Board established 1952.

†Point system introduced by State Registry of Motor Vehicles.

APPENDIX B.

REPORT OF THE DIVISION ENGINEER OF THE
BRIDGE DIVISION.

BOSTON, January 2, 1956.

To the Commissioner of Public Works.

DEAR SIR:

Submitted herewith is the annual report of the Bridge Division, covering the operation, expenditures, and income for the Bridge Service and the Sumner Tunnel for the year ending December 31, 1955.

Respectfully,

JOHN J. McCALL,
Division Engineer.

I. BRIDGE SERVICE.

Summary of Budget Appropriations and Expenditures.

	Regular Appropriation	Bridge Repairs, Etc.	BRIDGES, CONSTRUCTION OF	
			Revenue.	Non-Revenue.
Balance from 1954.....	—	\$ 93,015 80	\$275,536 59	\$2,103,906 38
1955 Appropriation.....	\$724,485 17	225,000 00	—	—
Total Credits.....	\$724,485 17	\$318,015 80	\$275,536 59	\$2,103,906 38
Transfers from.....	—	—	—	—
Total Encumbrances.....	\$715,506 86	\$220,595 13	\$251,841 38	\$341,103 55
Unencumbered Balance.....	\$ 8,978 31	\$ 97,420 67	\$ 23,695 21	\$1,762,802 83

DETAILS OF EXPENDITURES ON TIDEWATER BRIDGES.

TIDEWATER BRIDGES — 1955.

Bridge.	Draw- tenders' Salaries.	Mechanics' Wages.	Material.	Repair Bills.	Supplies, Utilities, Etc.	Total.
Broadway.....	\$9,165 30	\$3,967 78	\$71 25	\$953 05	\$449 03	\$14,606 41
Charlestown.....	72,074 65	5,822 07	1,169 69	1,250 10	1,151 37	84,467 88
Chelsea South.....	35,037 75	3,117 65	373 99	215 61	626 44	39,371 44
Chelsea Street.....	48,467 78	2,552 13	138 17	31 55	980 63	52,170 26
Congress Street.....	39,402 45	4,508 54	459 56	351 62	1,133 79	45,858 96
Dover Street.....	18,206 65	3,421 74	228 37	464 06	377 84	22,698 66
L Street.....	42,145 34	6,466 70	343 65	469 71	764 60	50,190 00
Malden.....	50,148 58	3,201 99	256 70	1,412 88	1,045 72	56,065 87
Northern Avenue.....	49,523 45	7,497 66	178 63	1,448 01	2,979 02	61,626 77
Summer Street.....	37,147 79	6,738 32	\$21 07	2,169 09	704 18	47,580 45
Warren.....	—	6,587 51	1,106 03	445 50	331 40	8,470 44
Andrew P. McArdle....	50,887 15	3,379 19	270 86	695 16	2,303 57	57,535 93
Totals.....	\$452,206 89	\$57,261 28	\$5,417 97	\$12,909 34	\$12,847 59	\$540,643 07

* Closed to highway traffic on November 26, 1954; but kept operable for possible emergency use.

DRAW OPENINGS, 1955.

BRIDGES.	STEAMERS.			TUGS.			BARGES.			PLEASURE CRAFT.			ALL OTHERS.			TOTAL NUMBER OF VESSELS.			TOTAL NUMBER OF CARGOES.	TOTAL NUMBER OF OPENINGS.
	Day.	Night.	Total.	Day.	Night.	Total.	Day.	Night.	Total.	Day.	Night.	Total.	Day.	Night.	Total.	Day.	Night.	Total.		
Broadway.....	0	0	0	494	0	494	0	0	0	2	0	2	496	0	496	992	0	992	226	1
Charlestown.....	0	0	0	43	12	55	137	115	252	37	12	49	36	10	46	253	149	402	89	325
Chelsea South.....	6	4	10	405	284	689	50	13	63	2	0	2	189	133	322	652	434	1,086	147	781
Chelsea Street.....	387	31	418	3,025	375	3,400	636	499	1,135	0	0	0	290	25	315	4,338	930	5,268	838	2,310
Congress.....	95	3	98	1,332	4	1,336	152	0	152	3	0	3	682	0	682	2,264	7	2,271	473	1,274
Dover.....	0	0	0	401	0	401	11	0	11	2	0	2	400	0	400	814	0	814	198	10
Malden.....	10	3	13	276	121	397	288	253	541	182	53	235	249	104	353	1,005	531	1,536	304	1,300
McArdle.....	379	254	633	3,405	2,265	5,670	580	1,042	1,622	1	0	1	579	148	727	4,941	3,709	8,650	1,060	4,115
Northern Avenue.....	70	22	92	2,436	272	2,708	299	53	352	4	0	4	1,623	115	1,738	4,432	462	4,894	830	2,257
Summer (Fort Point Channel).....	57	36	93	1,079	162	1,241	376	32	408	0	0	0	405	17	422	1,917	247	2,164	507	1,063
Summer (Reserve Channel).....	0	0	0	196	75	271	368	70	438	329	99	428	294	46	340	1,187	290	1,477	201	1,314
Totals.....	1,004	353	1,357	13,092	3,370	16,662	2,897	2,077	4,974	562	164	726	5,243	598	5,841	22,798	6,762	29,560	4,873	14,753

Throughout the year 1955 the Bridge Division operated twelve drawbridges.

As of May 13, 1955, the Fort Point Channel above the Dorchester Avenue Bridge was declared by the Federal Government to be nonnavigable; and since then the Broadway and Dover Street drawspans have been operated only on a standby basis to permit openings if required, in connection with the passage of scows from the Albany Street disposal station, which will be permanently closed on April 1, 1956. At that time, the drawspans at Broadway and Dover streets will be permanently fixed. In connection with the elimination of these drawspans, the demolition and removal of the Dover Street drawhouse and most of the fender pier system was begun under a contract awarded to George M. Bryne. The removal of these structures, which were in a state of advanced disrepair, was necessary to eliminate a fire hazard of major proportions. This work should be completed early in 1956.

A similar project is planned at Broadway Bridge for 1956.

Warren Bridge over the Charles River was not in operation through the year 1955, having been closed to highway traffic since November 26, 1954. The drawspan has been kept open to permit passage of waterborne traffic. This bridge has been maintained in operable condition, however, in the event that any emergency involving the Charlestown Bridge, which is undergoing major repairs, should require the reopening of Warren Bridge to passenger car and pedestrian traffic.

The Chelsea South Drawbridge over the South Channel of the Mystic River is still in operation, serving a minor volume of highway traffic, as a connection to the Mystic Docks. It is expected that by June, 1956, the construction of Terminal street will be completed. At that time this bridge will be permanently closed, and it is planned to remove the structure as soon thereafter as possible.

The extensive work of reconstructing the approach spans of the Charlestown Bridge was begun on September 12, 1955, under a contract awarded to Builders Iron Works. This work is being executed on one-half the bridge at a time, with the other half maintained for traffic. It will take at least a year to complete this work and possibly longer, depending on the delivery of steel. This work consists of replacing the entire floor system of floor beams and stringers and constructing a new deck of reinforced concrete.

It is also planned to make major repairs and renewals to the drawspan of this bridge, including the installation of a complete new operating mechanism to replace the existing system which was originally installed when the bridge was built in 1900.

The city has engaged the firm of Charles A. Maguire & Associates, consulting engineers, to draw up plans and specifications for this work; and it is expected that plans and specifications will be in final form and the work advertised by the spring of 1956. The same firm prepared the plans and specifications for the approach span project referred to above.

The Malden Bridge (Alford Street Bridge) over the Mystic River, connecting Charlestown and Everett, operated reasonably well throughout 1955, although the entire structure is in very poor condition and should be replaced with a modern structure as soon as possible.

A bill filed with the 1955 Legislature seeking authorization for the Commonwealth to rebuild this bridge was not acted upon. A similar bill has been filed with the 1956 session of the legislature.

The Summer Street Bridge over Fort Point Channel did not require any major repairs in the year 1955. However, the entire structure is in a deplorable condition and should be rebuilt as soon as possible. This project has been deferred because of lack of funds. It is hoped that the necessary funds will be made available in the coming year.

The McArdle and Chelsea Street Bridges over the Chelsea River and the Congress Street Bridge over Fort Point Channel are in first-class condition. The work of installing steel mesh pavement on the Chelsea Street and Congress Street drawspans was completed late in 1955, except for some minor painting work which was deferred to the spring of 1956.

The Northern Avenue Bridge over Fort Point Channel is in reasonably good condition except for the operating system of the drawspan. This is an antiquated compressed air system that should be replaced with a more modern type power plant. However, in view of the age and general structural condition of the bridge, it would be more economical to rebuild the bridge within the next few years if possible.

Now that the Dover Street Bridge is no longer required as a drawbridge, it is important that this structure be replaced as soon as possible by either a new bridge or a solid

fill causeway. The condition of this structure throughout is very poor. The three truss spans of the West Fourth Street Bridge over the New Haven Railroad tracks (which were not rebuilt after the fire of 1955) are also in very poor condition. Since these two bridges form an important traffic connection between South Boston and Boston Proper, it is hoped that the construction of the Central Artery facilities along Albany street will include the improvement of these two bridges.

The Summer Street Bridge over Reserved Channel is another example of a bridge that should be replaced by a solid fill connection. However, the necessity of maintaining the drawspan of this bridge makes a particular problem of this. Nevertheless, the condition of this bridge, particularly the pile trestle approaches, is such that it should be rebuilt with solid fill approaches.

It is tentatively planned to replace the pile trestle approaches with solid fill as soon as a satisfactory scheme for so doing (while maintaining traffic) can be developed.

As pointed out in previous reports, the volume of cargo class waterborne traffic passing through most of our drawbridges does not justify the expense borne by the city in operating and maintaining the drawbridges on a 24-hour-a-day basis.

Accordingly, late in 1955, a petition was filed with the U. S. Engineers, seeking permission to restrict the hours of operation of certain bridges, in order to minimize the interruption of highway traffic and eventually reduce the cost of operation. It is expected that this petition will be acted upon early in 1956.

As regards the inland, or fixed, bridges which are under the jurisdiction of this department, there were several improvements carried out in 1955, which are tabulated hereinafter.

W. A. Fisher & Company, consulting engineers, were engaged by the city to draw up plans and specifications for the rebuilding of the superstructure of the Massachusetts Avenue Bridge over the New Haven Railroad. This project will involve removal of the existing superstructure, which has two through girders in the roadway which are a hazardous impediment to traffic, and constructing a beam span-type bridge having a clear roadway width. This work is further justified by the condition of the existing concrete deck which was built in the winter of 1925-

26, and which is showing signs of deterioration. It is proposed to rebuild the structure one third at a time, keeping two of the three roadways available to traffic at all times. A petition to the Massachusetts Dept. of Public Utilities, asking permission to do this work, is being drawn up; and it is planned to advertise the work as soon as possible in 1956, after that department acts on the petition.

Similar type improvements should be made at such bridges as Broadway, over the Boston & Albany Railroad tracks, Bennington street, over the M.T.A. tracks; and Cummins Highway, Southampton street, Boston street, and Dorchester avenue, over the New Haven Railroad tracks. Studies have been started on the first two. The other four bridges are jointly maintained with the New Haven Railroad Company; and it will be necessary to act in conjunction with the railroad company as regards any studies involving those bridges.

The end of the year 1955 marked the retirement of Mr. Thomas H. Keenan, Superintendent of Bridge Maintenance and Operation, who retired on December 31, 1955, after more than fifty years of service to the city.

Throughout the year the Bridge Maintenance Force performed routine and emergency duties related to the maintenance and upkeep of the bridges and pertinent facilities, including the inspection of bridges and the inspection and adjustment of bridge machinery, counterweight structures, etc.; repairing and renewing electrical cables, switches, servicing motors, etc.; cleaning and painting roadway gates, drawhouses, railings, etc.; renewing defective roadway and sidewalk planking and placing bituminous patching; removing snow and ice from bridge sidewalks and foot bridges; erecting barricades, curbs, fences, etc.

A description of the more important improvements and work undertaken by contract in 1955 by the Bridge Division is as follows:

*Making Emergency Repairs to the Central Tower
Structure of the Charlestown Bridge Drawspan.*

Because of the defective operation of the Charlestown Bridge drawspan, a contract was negotiated with the General Ship & Engine Works, Inc., to investigate an apparent defect in the working of the slotted link members and structural pins at the top of the central tower structure of the draw.

Minor repairs were effected which relieved the binding tendency of the pin joints, and the anticipated renewal of one of the truss pins was not necessary.

The results of the inspection and investigation made under this contract served as a basis for determining the method of repairs to be made in the proposed reconstruction of the drawspan operating machinery, etc.

Work commenced January 31, 1955, and was completed March 18, 1955, at a cost of \$1,500.

Repairing the Drawspan of the Congress Street Bridge, Over Fort Point Channel, and the Chelsea Street Bridge, Over Chelsea River.

Under a contract awarded to the Builders Iron Works, a new steel mesh roadway pavement and sidewalks were installed on the drawspans of the two subject bridges, replacing the original wooden decking.

The approach span roadways were covered with bituminous pavement, and the entire steel structures of both bridges were cleaned and painted.

Except for the final painting of the overhead counterweight of the Chelsea Street Bridge Drawspan, which was deferred until the spring of 1956, for reasons of inclement weather, work under this contract was completed in November, 1955. The work had started on March 14, 1955. The total estimated cost of completing the work is \$166,390.50.

Welding Repairs to Drawspan of the Summer Street Bridge, Over Reserved Channel, and the Charlestown Bridge, Over Charles River.

Due to the breaking of welds and bars on the steel mesh pavements on the drawspans of the subject bridges, a contract was awarded to the General Ship & Engine Works, Inc., for making the necessary welding repairs.

Work commenced April 7, 1955, and was completed May 31, 1955, at a cost of \$6,076.66.

Repairs to the Masonry Piers and Abutments of the Summer Street Bridge, Over Fort Point Channel.

Because of the defective condition of the mortar joints of the masonry piers of the subject bridge, a contract was awarded to Nick Tracy for making the necessary repairs by pressure grouting the joints of the piers.

Work was commenced on April 25, 1955, and because of the extent of work required on Pier No. 3, the work was

stopped at completion of that pier on June 14, 1955, with some work being done on Pier No. 4 and the South Boston abutment. The total cost of this work was \$4,798.50.

It was then decided to complete the other piers and abutments under a new contract, described hereinafter, by conventional pointing methods, rather than pressure grouting; because the voids present in the inner cores of the piers would require an unjustifiable extent of grouting under pressure.

Inspection of Piers of the Dover Street Bridge, Over Fort Point Channel.

An inspection of the masonry piers and abutments of the Dover Street Bridge, including underwater inspection, was carried out under a contract with C. Roy Norris & Son.

Work commenced May 3, 1955, and was completed June 9, 1955, at a cost of \$1,746.

Repairs to the Masonry Piers and Abutments of the Dover Street and Summer Street Bridges, Over Fort Point Channel.

As a result of the underwater inspection at the Dover Street Bridge and the need of completing repairs to the Summer Street Bridge piers, as referred to hereinbefore, a contract was awarded to the South Shore Waterproofing Company for the subject work.

Because of unsuitable weather conditions, this work was deferred until early 1956. It is expected that the work will commence around March 1, 1956, and the estimated cost of completion is \$4,560.

Repairing Fender Piers, Warren Bridge.

The defective conditions of the fender pier system at the waterway through Warren Bridge were corrected by repairs made under a contract awarded to the McKie Lighter Company.

Work commenced April 26, 1955, and was completed June 10, 1955, at a cost of \$7,980.58.

Redecking and Repairing the Summer Street Bridges, Over A Street, B Street, and C Street.

A major improvement to the subject bridges was carried out under a contract awarded to the J. A. Singarella Company.

The work, which commenced on May 23, 1955, consisted of removing the entire roadway and sidewalk pavement

and wooden underdeck of the A Street and B Street Bridges, repairing the steelwork throughout, and constructing a new underdeck of reinforced concrete, topped with a bituminous concrete pavement.

The work at the C Street Bridge consisted of placing a new bituminous wearing surface on the existing granite block pavement, constructing new concrete sidewalks, and repairing the steelwork.

The stairways at each of the bridges were also repaired; those at the A Street Bridge being renewed in their entirety.

As part of the work under this contract, it was decided to resurface the roadway of the truss bridge on Summer street, over the New York, New Haven & Hartford Railroad yards.

The second half of the work at B street was postponed because of the winter conditions, and will be executed early in 1956, to complete the over-all project.

The cost of completing the work under this contract is estimated to be \$135,000.

Repairing the Fender Piers of the Northern Avenue and Congress Street Bridges, Over Fort Point Channel.

Extensive repairs were made to the fender piers, walings and platforms of the subject bridges, under a contract awarded to the James B. Rendle Company.

Work commenced July 6, 1955, and was completed September 10, 1955, at a cost of \$14,030.58.

Redecking Redfield Street Bridge, Over New York, New Haven & Hartford Railroad (Neponset).

The maintenance of this bridge is jointly borne by the city and the New York, New Haven & Hartford Railroad Company, the city's responsibility consisting of maintaining the wearing surface and underdeck.

The wooden deck had become increasingly difficult to maintain and was a continual source of maintenance cost. It was decided to replace the wooden deck with a reinforced concrete deck, and accordingly a contract was awarded to Martin J. Kelly Company, Inc., to so reconstruct the deck according to plans and specifications drawn by this office.

The Railroad Company made repairs to the main steel structure in conjunction with the work under our contract.

Work commenced September 6, 1955, and was completed December 6, 1955, at a cost of \$18,770.

Contract for Services of Engineers, Reconstruction and Alterations, Charlestown Bridge.

The city engaged the services of Charles A. Maguire & Associates, consulting engineers, to prepare plans and specifications for the reconstruction of the approach spans of the Charlestown Bridge. Such plans and specifications were completed and approved in July, 1955, at a cost of \$36,000. This contract includes having the consulting firm furnish supervision of the work, as required, at an additional cost not to exceed \$18,000, making the total for the engineering services not to exceed \$54,000.

Under the contract referred to above, the consulting engineers furnished an engineering report to the city, on studies relative to the Charlestown Bridge drawspan, at a separate cost of \$15,756.

This report covered the structural and operating conditions and defects of the entire drawspan and included specific recommendations on repairs and alterations required.

As a result of this study and report it was decided to proceed with the alterations to the drawspan. Accordingly, the same engineering firm was engaged, under a separate contract, to draw plans and specifications covering the proposed alterations to the drawspan, consisting of redecking the entire span with steel mesh pavement, including an entire new steel floor system; repairing the main steelwork and installing an entire new mechanical operating system for the draw to replace the existing system, all at an estimated cost of approximately \$500,000.

The plans and specifications for this project are to be completed early in 1956, at a cost of \$28,000. It is intended to advertise and award the work before the summer of 1956.

Reconstruction of Charlestown Bridge, Over Charles River, Excluding Drawspan.

In accordance with the plans and specifications referred to hereinbefore, the city awarded a contract to the Builders Iron Works for the reconstruction of the Charlestown Bridge approach spans.

Work under this contract started on September 12, 1955, and will not be completed for at least a year.

This contract is of major importance and consists of removing the entire deck and steel floor system of the bridge and replacing with a new system of steel floor

beams and stringers and a reinforced concrete deck with a bituminous concrete wearing surface and new bridge railings.

The main girders are to be left in place and repaired.

The roadway overlaying the storehouse units at the Charlestown end of the bridge is to be stripped of the existing granite block and bituminous concrete pavement, waterproofed, and repaved with reinforced concrete and bituminous concrete. The steelwork within the storehouse units is being repaired and strengthened.

The work is being carried out on one half the bridge at a time, with the other half kept open for traffic.

The cost of completing this work is estimated to be approximately \$900,000.

*Redecking and Repairing Reservation Road Bridge,
Over Mother Brook.*

Under a contract awarded to Martin J. Kelly Company, Inc., the wooden deck of this bridge was removed, the stringers renewed where required, a new wooden under-deck installed, and a new wearing surface of asphalt plank laid.

The steel girders, floor beams, and bracing were repaired and painted, and new wooden sidewalks were placed.

Work commenced September 14, 1955, and was completed November 9, 1955, at a cost of \$17,521.45.

*Demolition Work and Repairs to Fender System and
Water Pipe Trestle, Dover Street Bridge, Over Fort
Point Channel.*

After the Fort Point Channel, above Dorchester avenue, was declared nonnavigable, a contract was awarded to George M. Bryne for the demolition and removal of the draw fenders, house, and so much of the fender pier system as was deteriorated to the point of creating a serious fire hazard.

Work under this contract also included repairs to the pile trestle at the upstream side of the South Boston end of the bridge, which carries two water pipe lines.

Work commenced November 1, 1955, and will be completed early in 1956, at an estimated cost of \$11,074.90.

*Resurfacing the Drawspan of the Dover Street Bridge,
Over Fort Point Channel.*

To eliminate a hazardous traffic condition at the drawspan of the Dover Street Bridge, due to the defective condition of the wood plank wearing surface, a contract was awarded to Martin J. Kelly Company, Inc., for the removal of the old wearing surface planking and repairing the under planking, and installing a new wearing surface of asphalt plank.

Work commenced November 8, 1955, and was completed December 12, 1955, at a cost of \$14,389.82.

*Redecking and Repairing the Perkins Street Footbridge,
Over the Boston & Maine Railroad, Charlestown.*

On December 21, 1955, bids were received for the subject work, which includes renewing the defective steel stairways and walkway planking. It is expected that a contract will be awarded early in 1956 for executing this work, at an estimated cost of \$10,600.

WORK FOR OTHER DIVISIONS.

WATER DIVISION.

*Repairing Water Pipe Trestle, Fort Point Channel,
Between Congress and Summer Street Bridges.*

The Bridge Division furnished the engineering and inspection services required to make the subject repairs.

A contract was awarded to C. A. Foley, under which work commenced September 7, 1955, and was completed November 6, 1955, at a cost of \$4,197.20. This work consisted of renewing defective pile bracing caps, stringers, and planking.

AUTOMOTIVE DIVISION.

Electrical Work at 62½ Albany Street, Boston.

This division prepared the necessary specifications for making certain electrical repairs at the Albany Street garage, in connection with the transfer of certain units from D. C. power to A. C. power.

A contract was awarded to the Suffolk Electric Company, under which work commenced on December 14, 1955.

It is expected that work under this contract will be completed early in 1956, at an estimated total cost of \$2,918.

II. SUMNER TUNNEL.
1955 BUDGET SUMMARY.

CREDITS:

Regular appropriations, 1955	\$601,280 18
Balance from previous year	3,925 18
Pensions	43,055 69
Total credits	
	\$648,261 05

DEBITS

Expenditures, 1955	\$585,650 61
Unliquidated encumbrances	6,203 93
Balance to next year	6,188 73
Pensions	43,055 69
Total debits	
	\$641,098 96

Unexpended and unencumbered balance \$7,162 09

SUMMARY OF 1955 TRAFFIC BY CLASSIFICATION.

Class.	Toll.	DESCRIPTION.	No. of Vehicles.
1.	\$0 20	Truck not in excess of 2 tons capacity. Tractor without trailer	440,381
2.	0 20	Passenger car	11,369,651
3.	0 20	Motoreycle	3,048
4.	0 25	Truck over 2 tons and up to 5 tons capacity. Tractor with trailer over 2 tons and up to 5 tons capacity	58,006
5.	0 20	Passenger car with trailer	16,233
6.	0 35	Truck over 5 tons and up to 10 tons capacity. Tractor with trailer over 5 tons and up to 10 tons capacity	16,851
7.	0 20	Tractor with trailer not in excess of 2 tons capacity	3,683
8.	1 00	Truck over 10 tons capacity	1,190
9.	0 35	Bus with or without passengers	2,271
*		Reserved Lane	†182,793
Total traffic			12,094,107

* M.T.A. and Eastern Massachusetts Railway buses included in this classification.

† 6,942 M.T.A. and 78,515 Eastern Massachusetts Railway buses at 35 cents included in this total.

**COMPARATIVE 5-YEAR SUMMARY OF OPERATION, FROM
1951 TO 1955, INCLUSIVE.**

	1951	1952	1953	1954	1955
Vehicle Traffic:					
Total number vehicles.....	9,466,660	9,583,972	10,835,674	11,080,966	12,094,107
Monthly average.....	788,883	798,664	902,973	923,414	1,007,842
Weekly average.....	182,051	184,307	208,378	212,513	231,945
Daily average.....	25,936	26,186	29,686	30,359	33,135
Power Consumption:					
Total kilowatts.....	4,196,904	4,582,488	4,966,604	4,527,315	5,236,214
Financial Results:					
Operating Expenditure....	\$479,198 19	\$541,705 30	\$591,327 09	\$595,127 07	\$628,706 30
Balance to next year.....	13,135 89	24,679 45	16,591 87	3,925 18	6,188 73
Interest requirements.....	763,654 61	683,105 13	687,494 39	740,213 05	760,100 00
Refunded tolls.....	721 95	65 25	410 60	122 85	98 60
Total Expenses.....	\$1,256,710 64	\$1,249,555 13	\$1,295,853 95	\$1,339,388 15	\$1,395,093 63
Receipts.....	\$1,913,356 12	\$1,932,619 83	\$2,172,110 00	\$2,224,105 00	\$2,413,231 59
Balance from previous year...	1,547 11	13,135 89	24,679 45	16,591 87	3,925 18
Total Receipts.....	\$1,914,903 23	\$1,945,755 72	\$2,197,089 45	\$2,240,786 87	\$2,417,156 77
Net Result.....	\$658,192 59 (Excess)	\$696,200 59 (Excess)	\$901,235 50 (Excess)	\$901,398 72 (Excess)	\$1,022,063 14 (Excess)

The Summer Tunnel again had a very successful year of operation in 1955.

The total traffic volume for the year reached a new record of 12,094,107 vehicles, an increase of 1,013,141 vehicles over 1954.

A new record volume of traffic for a single day (24-hour period), occurred on May 27, 1955, when 39,536 vehicles were recorded; and on the same day a new record volume of traffic for a single hour was established between 4 P.M. and 5 P.M., when 2,763 vehicles passed through.

As previously anticipated, the completion of each new section of the Central Artery further expedites the movement of traffic at the Boston end of the tunnel. However, the flow of local traffic on Cross street, at certain times, still creates an interruption to the traffic entering and leaving the tunnel.

The entire tunnel plant is in generally good condition. All mechanical and electrical operating equipment is in very good condition.

Throughout the year the tunnel maintenance forces executed a daily routine of maintenance and inspection, making such repairs or adjustments as required on all units such as circuit breakers, transformers, relays, fans, motors, communication system, toll equipment, registers, and treadles.

Following is a summary of the contracts awarded in 1955, for repairs, etc.:

CONTRACTS AWARDED IN 1955.

Repairing the Pavement of the Sumner Tunnel.

Under a contract awarded to the Rufo Construction Company, approximately 1,600 square yards of the tunnel roadway pavement were removed and relaid, at a cost of \$18,701.64.

Work commenced March 8, 1955, and was completed May 15, 1955, all work being done between the hours of 1.30 A.M. and 5.30 A.M. with a minimum of interference to traffic.

Installing Lighting System in the Fresh Air Ducts.

A contract was awarded to the J. J. Finn Electric Service for installing a permanent lighting system in the fresh air duct, for the purpose of facilitating routine work and inspection within the area.

Work commenced July 21, 1955, and was completed September 1, 1955, at a cost of \$6,524.

Repairs to Boston Ventilation Building.

Due to the defective conditions present in the roofing and masonry walls of this building, a contract was awarded to the S. & S. Waterproofing Company, Inc., for installing a new roof, repairing the masonry joint work, and waterproofing the building.

Work commenced September 28, 1955, and was completed December 21, 1955, at a cost of \$11,284.85.

Cleaning the Surface Drainage System.

It being necessary each year to remove the accumulation of sand and debris which collects in the surface drainage system, a contract was awarded to James A. Freaney, Inc., for doing the necessary cleaning operation.

Work commenced November 15, 1955, and was completed December 12, 1955, at a cost of \$2,160.

Cleaning Exhaust Duct and Exhaust Fan Rooms.

A contract was awarded to the Bennington Contracting Company for the annual cleaning of the exhaust air duct and all exhaust fan rooms, which is necessary to maintain efficient operation of the ventilation system.

Work commenced November 16, 1955, and was completed December 15, 1955, at a cost of \$1,280.

Repairs to Granite Facing at Tunnel Portals.

In order to effect necessary repairs to the granite facing of the portals at each end of the tunnel, consisting of repairing and securing loose and cracked panels, bids were invited for executing the necessary work, and a resulting order issued to the S. & S. Waterproofing Company, who completed the work at a cost of \$860.

APPENDIX C.

REPORT OF THE DIVISION ENGINEER OF
THE HIGHWAY DIVISION.

BOSTON, January 2, 1956.

To the Commissioner of Public Works.

DEAR SIR:

The following report of the income, expenditures, and operation of the Highway Division of the Public Works Department is hereby submitted for the year ending December 31, 1955.

Respectfully submitted,

RUTHFORD J. KELLEY,
Division Engineer, Highway Division.

HIGHWAY DIVISION.

PAVING SERVICE.
SUMMARY OF BUDGET APPROPRIATIONS.

APPROPRIATION.	Total Credits.	Expenditures.	Balance Unexpended.
Paving Service.....	\$1,685,539 56	\$1,512,577 24	\$172,962 32
Reconstruction of Streets.....	137,129 21	66,896 39	70,232 82
Public Ways, Construc- tion of (Revenue)....	166,143 44	144,228 46	21,914 98
Public Ways, Construc- tion of (Non-Revenue)	4,061,682 78	2,371,056 82	1,690,625 96
Sidewalks, Construction and Reconstruction of	108,924 14	31,742 47	77,181 67
Street Signs.....	9,934 28	9,697 63	236 65
Snow Removal.....	349,767 15	240,019 43	109,747 72

In the Permit Office, the following income was received for 1955:

Signs, marquees, etc.	\$72,148 80
Notifications to abutters	100 00
Licenses for storage and sale of merchandise in public highways, fees and rentals	25,673 00
Street opening account	101,647 87
Permits, street openings, and occupation	45,443 03
Total revenue received	\$245,012 70

NUMBER OF PERMITS AND LICENSES ISSUED FOR 1955

Sidewalk licenses	316
Signs, etc.	9,193
Street opening permits	687
Permits, street openings, and occupation	10,064
Total	20,260

Money received from permittees and charged to the Street Opening Account was spent for repairs of openings for drains and water services (new) during 1955 to the amount of \$37,278.29.

The regular forces of the Paving Service were employed as usual in the maintenance of public streets, resurfacing and patching macadam pavements, patching permanent pavements, such as asphalt and granite block, and maintaining gravel, brick, and artificial stone sidewalks.

In the snow removal season, division forces were employed in spreading rock salt and sand on icy streets and also supervised plowing work throughout the city by 250 contractors' hired plows after snowstorms. All snow removal bills for plowing, hauling, force account work, cubic yard removal, etc., were processed through the Paving Service office.

The following work was done in placing new street signs and replacing and repairing existing street signs:

Erected 181 4-inch street signposts.

Erected 17 new hero square signs for dedication.

Replaced 90 hero signs.

Installed 1,095 new street signs.

Removed 316 old hand-painted signs, damaged baked enameled signs, and obliterated signs.

Repaired and straightened 274 bent or broken street signposts (4-inch type).

Repaired 266 broken street frames, welded 82 4-inch street signposts (repairs made in blacksmith shop).

Repaired 267 street signs, frames, collars, and brackets on 4-inch street signposts and light poles on location.

Removed 143 pieces of rope, wire, old tires, etc., from 4-inch street signposts and light poles.

Installed 784 frames, 463 collars, 97 adapters, on 4-inch street signposts and light poles.

Installed 309 4-inch acorns on 4-inch street signposts.

Installed 158 "Private Way" signs on 4-inch posts and light poles.

Removed 51 "Private Way" signs from 4-inch posts and light poles because of making of public ways.

Painted 767 4-inch street signposts.

Painted 827 street sign frames.

Painted 513 4-inch acorns on 4-inch posts.

Painted 774 street sign collars on street signposts and light poles.

Installed 17 directional signs on 4-inch street signposts.

Washed and cleaned 432 street sign plates.

Painted 225 blanks for temporary name plates.

Contracts were awarded for the construction and reconstruction of one hundred sixty-six streets during the year, and ninety-five of these streets were completed. Work was also completed on forty-six streets which were unfinished from 1954. Contracts were awarded for the construction of artificial stone sidewalks in fifteen streets, and four of these were completed. Sidewalk work was also completed on four streets which were unfinished from 1954.

Some of the more important thoroughfares on which reconstruction work was completed in 1955 are as follows:

Summit street, Ward 18, Williams avenue to Milton line.

Washington street, Ward 18, Dana avenue to Neponset avenue.

Summer street, Ward 6, Fort Point Channel to bridge over New York, New Haven & Hartford Railroad.

A street, Ward 6, Dorchester avenue to Congress street.

Harrison avenue, Ward 3, Harvard street to Oak street.

Newmarket square (north, south, and east roads).

Theodore A. Glynn Way, Massachusetts avenue to Southampton street.

Pope's Hill street, Ward 16, Neponset avenue to Freeport street.

Boston street, Ward 7, Dorchester avenue to bridge over New York, New Haven & Hartford Railroad.

Cummins Highway, Ward 18, Harvard street to Washington street.

Southampton street, Wards 7 and 8, Massachusetts avenue to Andrew square.

Canterbury street, Wards 18 and 19, Poplar street to Seymour street.

Neponset avenue, Ward 16, Adams street to Neponset traffic circle.

Poplar street, Ward 18, Beech street to West street.

Arlington street, Ward 5, St. James avenue to Columbus avenue.

Huntington avenue, Ward 4, Massachusetts avenue to Ruggles street.

Massachusetts avenue, Wards 4 and 9, St. Stephen street to Columbus avenue.

Stuart street, Ward 5, Arlington street to Church street.

Pond street, Ward 19, Avon street to Mt. Walley avenue.

Harvard avenue, Ward 21, Commonwealth avenue to Brookline line.

Brookline avenue, Ward 4, Fenway to Park Drive.

The following is a list of streets constructed and reconstructed and sidewalk work done by contract in the various wards of the city in 1955:

Ward 1 — None.

Ward 2 — None.

Ward 3 — Summer street, Harrison avenue, Oak street, Tyler street, and Bowdoin street (sidewalks). Total cost, \$61,892.34.

Ward 4 — Falmouth street, Norway street, St. Paul street, Longwood avenue, Huntington avenue, Massachusetts avenue, and Brookline avenue. Total cost, \$60,270.90.

Ward 5 — Arlington street, Chestnut street, Mt. Vernon street, Beacon street, Stuart street, Boylston street, and Grove street. Total cost, \$33,098.05.

Ward 6 — Summer street, A street, and P street. Total cost, \$120,472.78.

Ward 7 — Southampton street (chapter 90) and Colebrook street. Total cost, \$39,726.43.

Ward 8 — Newmarket square (east, north, and south roads), Service place, Theodore A. Glynn Way, Southampton street, Albany street (chapter 90) and Newmarket square (Massachusetts avenue to approximately 750 feet northerly). Total cost, \$135,499.39.

Ward 9 — Prentiss street, Newland street, and Massachusetts avenue. Total cost, \$24,985.54.

Ward 10 — Bickford avenue, Bickford street, Bromley street, Burney street, Conant street, Frawley street, Kempton street, Longwood avenue, Mission street, Oscar street, Parkton road, and Stockwell street. Total cost, \$68,666.18.

Ward 11 — Dimock street, Merriam street, and Carolina avenue. Total cost, \$14,355.11.

Ward 12 — Dana place, Pickering avenue, Bower street, Maywood street, Munroe street, Warren street (traffic island), and Morton street. Total cost, \$54,259.45.

Ward 13 — Mt. Vernon street, St. William street, Balfour street, Davern avenue, Peverell street, and Woodcliff street. Total cost, \$39,433.12.

Ward 14 — Ballou avenue, Floyd street, Harwood street, Jones avenue, Arvale road, and Bowdoin avenue. Total cost, \$75,169.17.

Ward 15 — Bowdoin street (traffic island) and Westville terrace. Total cost, \$6,043.62.

Ward 16 — Pope's Hill street, Westglow street (concrete wall and chain-link fence), Auriga Street Extension, Banton street, South Munroe terrace, Humes road, Templeton street, Neponset avenue (chapter 90), Adams street (chapter 90), and Freeport street (chapter 90). Total cost, \$93,310.55.

Ward 17 — Mother Julia road (sidewalks) and Torrey street. Total cost, \$8,907.05.

Ward 18 — Washington street, Hemman street, Alvarado avenue, Chesterfield street, Danny road, Manila avenue, Reynold road, Vallaro road, Cummins Highway, Canterbury street, Highfield road (sidewalks), Garfield avenue, Hillis road, Poplar street, and West street. Total cost, \$292,303.30.

Ward 19 — Ballin place, Cerina road, Brookway Footpath (underpass, stairs, and walks), Bradeen Street Footway (sidewalks), Brookway terrace (sidewalks), Morton street, Burr street, Carolina avenue, Cheshire street, Dane street, Hawthorne street, Heathcote street, Perkins street, Sedgwick street, Bowditch road, and Pond street. Total cost, \$117,572.50.

Ward 20 — Cricket Lane, Ledge wood road, Searle road, Bellevue street (sidewalks), Corey terrace, Hartlawn road, Ardale street, Bellaire road, Cerdan avenue, Colby road, Corey street, Farquhar street, Maple street, Pinchurst street, Roslindale avenue (sidewalks), and South street (sidewalks). Total cost, \$189,014.76.

Ward 21 — Linden street and Commonwealth avenue. Total cost, \$18,741.55.

Ward 22 — Abby road, Franklin street (chain-link fence and metal pipe hand rail), Chiswick terrace, Embassy road, Elmira street, Kenrick street, and Rose Garden Circle. Total cost, \$35,980.89.

WORK DONE BY CONTRACT IN 1955.

ITEM.	QUANTITY.
Earth excavation	44,942 cubic yards.
Rock excavation	850 cubic yards.
Bank gravel	50,176 tons.
Crushed stone for edgestone	2,731 tons.
Base removed	10,724 square yards.
Pavement removed	34,235 square yards.
Straight edgestone	27,660 linear feet.
Circular edgestone	5,964 linear feet.
Corners	868 each.
Edgestone reset	51,605 linear feet.
Edgestone hauled	8,434 linear feet.
Macadam base	16,491 tons.
OA asphalt	157,000 gallons.
Concrete base	3,451 cubic yards.
Concrete backing up sidewalk	28 cubic yards.
Bituminous concrete base roadway	27,728 tons.
Bituminous concrete top roadway	24,492 tons.
Bituminous concrete base sidewalk	1,677 tons.
Bituminous concrete top sidewalk	1,801 tons.
Sheet asphalt	3,462 tons.

ITEM	QUANTITY
Artificial stone sidewalk	675,964 square feet.
Artificial stone driveway	59,619 square feet.
Loam spaces	2,740 square yards.
Loam	396 cubic yards.
Covers	2,483 each.
Bradley heads reset	7 each.
Brick courses	3,626 each.
Catch basins and manholes rebuilt	101 each.
Catch basins and drop inlets built	62 each.
Sign posts	306 each.
Parking meters	233 each.
Stone bounds	127 each.
Bituminous concrete pavement	360,536 square yards.
Sheet asphalt pavement	59,179 square yards.

YEARLY REPORT OF WORK DONE BY DEPARTMENT
FORCES FOR 1955

Brick sidewalks laid and relaid	4,329 square yards
Gravel sidewalks relaid	2,384 square yards.
Artificial stone sidewalks laid (new)	16,764 square feet.
Artificial stone sidewalks relaid (old)	123,847 square feet.
Bituminous concrete sidewalks	14,023 square yards.
Block gutters	53 square yards.
Artificial stone sidewalks patched with blacktop	15,556 square feet.
Edgestone reset (old)	2,400 linear feet.
Macadam roadway patched	118,182 square yards.
Macadam roadway resurfaced	11,032 square yards.
Asphalt or bituminous concrete road- way patched	47,844 square yards.
Asphalt or bituminous concrete road- way resurfaced	2,433 square yards.
Street cleaning	2,918 cubic yards.
Snow removal	4,265 cubic yards.

Street cleaning	\$32,437 83
General highway expenditures	689,122 84
Sidewalk and curbing	235,535 07
Snow and ice removal	42,550 24
Street signs	23,901 97

Total	\$1,023,547 95
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HIGHWAY DIVISION, LIGHTING SERVICE.

Financial Statement.

Total credits for 1955	\$1,431,032 84
Total expenditures for 1955	1,431,031 78

Balance unexpended	\$1 06
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TABLE SHOWING LENGTH AND AREA OF PAVING ON ACCEPTED STREETS, CORRECTED TO JANUARY 1, 1956.

	LENGTH IN MILES.											AREA IN SQUARE YARDS.										
	Sheet Asphalt.	Asphalt Concrete.	Granite Block.	Wood Block.	Plank on Bridges.	Brick.	Concrete.	Macadam.	Gravel.	Not Graded.	Totals.	Sheet Asphalt.	Asphalt Concrete.	Granite Block.	Wood Block.	Plank on Bridges.	Brick.	Concrete.	Macadam.	Gravel.	Not Graded.	Totals.
Year 1954 Report	242.62	292.80	33.02	0.21	0.12	0.51	22.12	136.10	8.51	1.36	738.00	1,879,062	5,655,567	828,111	4,062	12,104	7,826	444,082	2,212,530	133,855	51,037	14,228,556
Per Cent	32.88	39.67	4.37	0.03	0.06	0.07	3.01	18.14	1.16	0.18	100.00	31.29	39.75	5.82	0.03	0.09	0.05	3.12	15.55	0.91	0.36	100.00
JANUARY 1, 1956.																						
City Proper	51.17	28.25	10.37	0.06	0.09	0.41	3.01	2.74	0.23		96.23	1,131,707	611,403	209,879	278	3,258	4,398	96,433	42,185	1,594		2,137,135
Charlestown	4.41	6.11	5.50	0.08	0.02		0.76	5.31	0.61	0.01	22.81	86,147	161,003	134,413	2,011	1,098		13,897	73,582	13,999	41	489,491
East Boston	2.98	21.07	3.54		0.02	0.02	1.39	9.14	0.19	0.01	38.39	61,143	487,171	72,527		355	393	47,177	198,280	3,341	812	874,499
South Boston	12.12	17.68	5.91	0.00	0.03	0.02	0.43	7.43	0.09	0.50	44.21	260,001	347,979	173,504	429	892	1,370	21,011	125,668	1,024	15,754	947,632
Roxbury	43.12	32.76	2.69			0.14	4.59	11.23	0.46	0.00	94.99	872,901	612,189	46,516			2,561	70,599	161,459	8,693	27	1,774,945
West Roxbury	36.10	80.71	1.19		0.04		3.50	31.77	1.43	0.20	154.94	642,125	1,493,360	30,876		983		48,578	509,524	21,197	8,536	2,755,179
Dorchester	55.87	76.74	0.53	0.03	0.04	0.01	5.17	35.36	1.86	0.02	175.63	1,062,827	1,417,090	19,926	338	985	145	83,213	545,812	40,217	1,737	3,172,290
Brighton	21.13	31.47	0.12		0.08		1.23	11.16	0.26		65.75	466,796	611,334	27,291		1,231		30,443	179,304	4,163	50	1,320,612
Hyde Park	8.20	21.88	0.00		0.03		0.64	15.81	3.64	0.20	50.40	145,243	428,395	45		442		10,086	256,208	58,720	4,506	903,645
Total	235.10	316.67	30.15	0.17	0.35	0.50	20.72	129.95	8.77	0.97	713.35	1,735,490	6,205,924	714,977	3,056	9,244	8,867	421,437	2,092,022	152,948	31,463	14,375,428
Per Cent	31.63	42.60	4.05	0.02	0.05	0.07	2.79	17.48	1.18	0.13	100.00	32.94	43.17	4.98	0.02	0.07	0.06	2.93	14.55	1.06	0.22	100.00

TOTAL PUBLIC STREETS 743.35 MILES.

NOTE.— In the above table the city is subdivided substantially on the boundary lines between the districts as they existed when annexed to Boston. Territory annexed from Brookline included in City Proper.

* Of this amount 0.09 mile or 810 square yards is Biturock.

† Of this amount 0.02 mile or 183 square yards is cobble; and 17.10 miles or 501,473 square yards is granite block paving on concrete base.

‡ Of this amount 0.06 mile or 405 square yards is Rome granitoid concrete block.

§ Of this amount 113.61 miles or 1,850,059 square yards is bituminous macadam.

¶ Of this amount 68.20 miles or 1,321,689 square yards is bitulithic; and 2.60 miles or 42,023 square yards is Topoka; and 0.06 mile or 920 square yards is Filbertine; and 0.11 mile or 1,533 square yards is Simaseo; and 0.03 mile or 695 square yards is Carey Elastic Asphalt Plank; and 0.06 mile or 518 square yards is Johns-Manville Asphalt Plank; and 0.09 mile or 2,124 square yards is Asphalt Block; and 1.61 miles or 50,590 square yards is Tar Concrete.

6.69 miles or 36,904 square yards public alleys included in this table; 2.84 miles or 88,035 square yards public streets in charge of Park Department included in this table; 9.80 miles or 323,852 square yards public streets in charge of Commonwealth of Massachusetts included in this table. In addition to this table there are 2.38 miles or 11,566 square yards of accepted footways.

Individual Expenditures.

Street and Park Lighting (Electric):

Boston Edison Company	\$1,211,516	23	
Boston Gas Company (Charlestown District)	51,760	34	
Boston Edison Company (footways)	1,906	50	
Boston Gas Company (footways)	221	59	
Boston Edison Company (substations)	4,843	62	
Boston Gas Company (substations)	2,546	34	
			\$1,272,794 62

Street Lighting (Gas):

Boston Gas Company	\$46,520	07	
American Service Company	73,487	56	
			120,007 63

Construction:

Boston Gas Company	\$4,148	96	
Boston Edison Company	1,038	47	
Joseph Amara & Son (instal- lation, removal, relocation, and modernization)	11,450	00	
			16,637 43

Salaries:

Administrative and engineering personnel	19,603	30	
Office supplies	376	54	
Office furniture	234	78	
Electrical maintenance and replacement parts	1,333	48	
Advertising	44	00	

The following is an account of orders issued by the Lighting Service of the Highway Division of the Public Works Department during the year 1955.

Mercury Vapor Lighting Projects.

In 1955 the following listed streets, main thoroughfares, and business areas were relighted with new modern mercury vapor lighting:

	Units	Lumens Each
Andrew square, South Boston	7 single	15,000
Atlantic avenue, Boston	3 single	15,000
Bowdoin street, Dorchester	6 single	15,000
Blue Hill avenue, Dorchester	8 single	15,000
Brookline avenue, Roxbury	4 single	15,000
Beacon street, Brighton	9 single	15,000

	Units	Lumens Each
Beacon street, Boston	45 single	15,000
Beverly street, Boston	3 twin	15,000
Charles street, Boston	1 single	15,000
Centre street, Jamaica Plain	29 single	15,000
Cummins Highway, West Roxbury	3 single	15,000
Cummins Highway, West Roxbury	33 twin	15,000
Cross street, Boston	6 single	15,000
Charlestown Bridge	8 single	15,000
Clinton street, Boston	4 single	15,000
Canal street, Boston	9 twin	20,000
Causeway street, Boston	9 single	15,000
Commonwealth avenue, Brighton	2 twin	15,000
Dorchester avenue, Dorchester	24 single	15,000
Dock square, Boston	8 single	15,000
Dock square, Boston	5 twin	15,000
Dorchester street, South Boston	3 twin	15,000
Dorchester street, South Boston	36 single	15,000
Faneuil Hall square, Boston	1 single	15,000
Friend street, Boston	7 single	15,000
Hyde Park avenue, Hyde Park	2 single	15,000
Hyde Park avenue, Hyde Park	57 single	20,000
Hyde Park avenue, Hyde Park	2 twin	10,000
Market street, Boston	1 single	15,000
Neponset avenue, Boston	36 single	15,000
North street, Boston	3 single	15,000
North street, Boston	1 single	20,000
Peacevale road, Dorchester	2 single	15,000
Peacevale road, Dorchester	1 twin	15,000
Park Drive, Boston	12 single	15,000
Portland street, Boston	5 single	15,000
Southampton street, South Boston	32 single	15,000
Southampton street, South Boston	1 twin	15,000
Surface road, Fitzgerald Expressway	19 single	10,000
Summer street, Boston	5 single	15,000
Summer street, Boston	1 twin	15,000
Summer street, South Boston	2 twin	15,000
Summer street, South Boston	5 single	15,000
State street, Boston	1 twin	15,000
Southampton street, Roxbury	1 twin	15,000
Southampton street, Roxbury	8 single	15,000
Traverse street, Boston	1 single	15,000
Tremont street, Boston	1 single	15,000
Washington Street North, Boston	4 single	10,000
Washington street, West Roxbury	2 single	10,000
Washington street, West Roxbury	89 single	15,000
Washington street, West Roxbury	2 twin	15,000
Washington street, Brighton	1 single	15,000

Incandescent Lighting Projects.

In 1955 orders were issued for the installation of new and the replacement of old lighting units.

	Single Units	Lumens Each
A street, South Boston	9	4,000
A street, South Boston	19	2,500
Ardale street, West Roxbury	7	2,500
Bennington street, East Boston	15	6,000
Bennington street, East Boston	7	10,000
Bowen street, South Boston	7	2,500
Brainerd road, Brighton	8	2,500
Brook Farm road, West Roxbury	7	2,500
Beech Glen street, Roxbury	7	2,500
Clarkwood street, Dorchester	7	2,500
Carolina avenue, West Roxbury	10	2,500
Child street, West Roxbury	9	2,500
Centre street, Dorchester	14	4,000
Canterbury street, West Roxbury	7	6,000
Codman Hill avenue, Dorchester	9	2,500
Dietz road, Hyde Park	5	2,500
East Fourth street, South Boston	5	2,500
Everton street, Dorchester	5	2,500
Edwin street, Dorchester	8	2,500
Floyd street, Dorchester	5	2,500
Fowler street, Dorchester	5	2,500
Fort avenue, Roxbury	7	2,500
Glendale street, Dorchester	7	2,500
Greenough avenue, West Roxbury	14	2,500
Hamilton street, Dorchester	21	2,500
Howard avenue, Roxbury	13	2,500
Hazleton street, Dorchester	12	2,500
Johnston road, Dorchester	5	2,500
Maple street, West Roxbury	7	2,500
Margo street, Brighton	6	2,500
Mossdale road, West Roxbury	6	2,500
Marlborough street, Boston	5	4,000
Newmarket square, Roxbury	7	6,000
Nottingham road, Brighton	14	2,500
Olney street, Dorchester	12	2,500
Peacevale road, Dorchester	6	2,500
Pinchurst street, West Roxbury	7	2,500
Pickering place, South Boston	1	1,000
Pond street, West Roxbury	22	2,500
Pond street, West Roxbury	3	4,000
Priesing street, West Roxbury	5	2,500
Rexford street, Dorchester	7	2,500
Richfield street, Dorchester	14	2,500
Robinson street, Dorchester	6	2,500

	Single Units	Lumens Each
Stratton street, Dorchester	12	2,500
Surface road, Fitzgerald Expressway, Boston	60	6,000
St. Stephen street, Roxbury	5	4,000
St. Stephen street, Roxbury	3	2,500
Torrey street, Dorchester	7	2,500
Templeton street, Dorchester	11	2,500
Thomas park, South Boston	18	2,500
VanWinkle street, Dorchester	5	2,500
Wilcock street, Dorchester	2	2,500
Worcester street, Roxbury	12	4,000
West Milton street, Hyde Park	10	4,000
West Milton street, Hyde Park	9	6,000
West Milton street, Hyde Park	1	1,000
Wentworth street, Dorchester	5	2,500
Willowdean avenue, West Roxbury	9	2,500
Windermere road, Dorchester	6	2,500
Wayland street, Dorchester	5	2,500
West Brookline street, Boston	8	6,000
Wrentham street, Dorchester	5	2,500
Zeigler street, Roxbury	6	2,500
Zeigler street, Roxbury	1	4,000
Centre street, West Roxbury	21	15,000
Dorchester avenue, Dorchester	1	15,000

Incandescent Lamps.

Incandescent electric lamps of 6,000 lumens were installed on the following streets:

Alden road, Boston (1); Central street, Boston (4); D street, South Boston (2); Harvard street, Dorchester (1); India street, Boston (2); India square, Boston (1); India place, Boston (1); Milk street, Boston (2); Melville avenue, Dorchester (1); Montebello road, Dorchester (2); Mozart street, West Roxbury (1); Mall street, Roxbury (1); Parker Hill avenue, Roxbury (1); River street, Hyde Park (1); Sears street, Boston (2); Storer street, Boston (1).

Incandescent electric lamps of 4,000 lumens were installed on the following streets:

Amory street, Roxbury (1); Bowdoin avenue, Dorchester (1); Baker street, West Roxbury (1); Colbert street, West Roxbury (2); Corning street, Boston (2); Elm Hill avenue, Roxbury (1); Eustis street, Roxbury (2); Faywood street, East Boston (1); Francis street, Roxbury (4); Fenway, Boston (4); Hilburn street, West Roxbury (1); Kelley court, Brighton (1); Kingsdale street, Dorchester (1); Lamar-tine street, West Roxbury (1); Mt. Vernon street, Boston

(2); Maple street, Hyde Park (2); Mt. Pleasant avenue, Roslindale (4); Marvin street, Roxbury (2); Mall street, Roxbury (4); Redfield street, Dorchester (1); Reed street, Boston (2); Radford Lane, Boston (1); St. Joseph street, West Roxbury (1); Upton street, Boston (3); Walley street, East Boston (3); Washington street, Hyde Park (1); Whitford street, West Roxbury (1); West Canton street, Boston (3); Whitfield street, Dorchester (1).

Orders were issued by the Lighting Service for the installation of lighting units of 2,500 lumens as follows:

Auckland street, Dorchester (1); A street, South Boston (2); Adair road, Brighton (1); Albano road, West Roxbury (3); Auriga street, Dorchester (4); Alwin street, Hyde Park (4); Adamson street, Brighton (2); Allendale street, West Roxbury (1); Aliano road, West Roxbury (4); Bernard street, Dorchester (2); Brownson terrace, West Roxbury (2); Brucewood street, West Roxbury (2); Brookway Footpath, West Roxbury (2); Blackwood street, Roxbury (2); Brookview street, Dorchester (4); Beaufort road, West Roxbury (4); Bartlett terrace, Roxbury (1); Burney street, Roxbury (2); Bowdoin avenue, Dorchester (3); Bradeen Footway, West Roxbury (1); Bowdoin park, Dorchester (1); Burgoyne street, Dorchester (2); Bruce street, Dorchester (1); Caltha road, Brighton (1); Cawfield street, Dorchester (2); Cheshire street, West Roxbury (2); Colbert street, West Roxbury (1); Cross street, Boston (2); Cornell street, West Roxbury (1); Cambridge street, Dorchester (1); Charles street, Hyde Park (1); Colebrook street, South Boston (2); Cass street, West Roxbury (1); Carleton street, Boston (1); Dewar street, Dorchester (1); Dighton road, Brighton (1); Dorr street, Roxbury (4); Dyer court, Dorchester (1); Dane street, West Roxbury (2); Derry road, Hyde Park (2); Dania street, Dorchester (3); Driftwood road, West Roxbury (2); Dawes street, Dorchester (3); Englewood avenue, Brighton (2); Faywood street, East Boston (1); Farquhar street, West Roxbury (4); Fenwick street, Roxbury (2); Farwell avenue, Hyde Park (2); Fowler street, Dorchester (2); Fabyan street, Dorchester (4); Glencliff road, West Roxbury (2); Guernsey street, West Roxbury (1); Grantley street, Hyde Park (2); Harbor View street, Dorchester (1); Haviland road, West Roxbury (2); Hartley street, Dorchester (4); Hawthorne street, West Roxbury (4); Hartlawn street, West Roxbury (2); Hillsboro street, Dorchester (4); Hall street, West Roxbury (4); Hopedale street, Brighton (1); Havelock street, Brighton (1); Halliday street, West Roxbury (1); Jacobs street, Dorchester (1); Jamestown terrace, Dorchester (1); Kittredge street, West Roxbury

(3); Laurie street, West Roxbury (3); Leicester street, Brighton (2); Lorenzo street, Dorchester (1); Lakeville road, West Roxbury (4); Liberty place, South Boston (1); Lillie Way, West Roxbury (1); Lawton street, Hyde Park (1); Maple street, Hyde Park (3); Maple Street Extension, West Roxbury (2); Mt. Ida road, Dorchester (4); Michigan road, Dorchester (4); New Haven street, West Roxbury (2); Nassau street, Boston (2); Newfield street, West Roxbury (3); Norwell street, Dorchester (2); Nevada street, Dorchester (1); Oak street, Hyde Park (1); Oakridge street, Dorchester (1); Pine street, Hyde Park (3); Pond street, Dorchester (1); Park Front road, West Roxbury (2); Poplar street, West Roxbury (2); Parsons street, Brighton (1); Rollins street, Boston (2); Russett road, West Roxbury (1); Riverside square, Hyde Park (3); Radford Lane, Dorchester (1); South Munroe terrace, Dorchester (3); Supple road, Dorchester (3); Seaverns avenue, West Roxbury (1); Summer Street Extension, Hyde Park (3); Solaris road, Hyde Park (4); Staniford place, Boston (1); Staniford street, Boston (4); Sherrin street, Hyde Park (2); Turner street, Brighton (1); Vallaro road, Hyde Park (1); Vassar street, Dorchester (2); Walnut street, West Roxbury (1); Waldemar avenue, East Boston (1); Wilton street, Hyde Park (1); Willowwood street, Dorchester (1); Whipple avenue, Hyde Park (2); Wilmington avenue, Dorchester (4); Wendeller street, South Boston (1); Waterford street, Roxbury (2); Wentworth terrace, Dorchester (4); Ware street, Dorchester (3); Willis street, Dorchester (4); York street, Dorchester (3).

Orders were issued by the Lighting Service during the year 1955 for the installation of 1,000-lumen lighting units as follows:

Ayles road, Hyde Park (2); Ainsworth Street Footway, West Roxbury (2); Allen street, West Roxbury (1); Browning avenue, Dorchester (1); Bellamy street, Brighton (2); Bircheroff road, Hyde Park (1); Baldwin place, Brighton (1); Daniel court, Hyde Park (1); Franklin place, East Boston (1); Federal road, West Roxbury (1); Forest street, Hyde Park (2); Grandview street, West Roxbury (1); Hunnewell avenue, Brighton (1); Jones avenue, Dorchester (1); Kardon road, Hyde Park (1); Moreland street, West Roxbury (2); Pickering place, South Boston (1); Senders court, Hyde Park (3); Susanna court, Hyde Park (2); Union street, Brighton (1); Wedgewood road, West Roxbury (1); Wayburn avenue, West Roxbury (3); Wildwood street, Dorchester (1); Wendell place, South Boston (1); Wharton court, Hyde Park (1).

Gas Lamp Replacement Program.

During the year approximately 275 obsolete gas lamps were replaced with approximately 310 new modern luminaires with 2,500-lumen lamps. These new lamps in most instances are installed on long arms to diminish interference with trees and to eliminate glare from homes on residential streets. Plans calling for the replacement of an additional 300 gas lamps with electric lamps were delayed due to the heavy work load imposed on the utility companies by the disastrous flood.

APPENDIX D.

 REPORT OF THE DIVISION ENGINEER OF
 THE SANITARY DIVISION.

BOSTON, January 2, 1956.

To the Commissioner of Public Works.

DEAR SIR:

I submit herewith a statement of the activities of the Sanitary Division of the Public Works Department for the year ending December 31, 1955.

The following is a summarized financial statement of the expenditures made in 1955 by the Sanitary Division for refuse collection and disposal, for street cleaning, and for other activities of the division:

Refuse collection contracts	\$2,107,982 52
Refuse disposal contracts	438,256 59
Refuse supervision payrolls	332,188 73
Street cleaning payrolls	1,773,734 52
Street cleaning expenses	42,530 74
All other expenditures	116,955 32
	<hr/>
Total expenditures	\$4,811,648 42

Refuse collection contracts awarded in March provided that five additional districts will have totally enclosed packer-type bodies on the refuse collection trucks operated by the contractors in each district. This makes sixteen of the seventeen collection districts now furnished with this modern equipment. It is planned to require this equipment in the seventeenth district next year.

Over ninety-seven acres of marshland located in the Gardner Street area of West Roxbury became available for a rubbish dump when the city acquired seventy-one acres of land formerly used by the Town of Brookline for water supply purposes. Starting in September, rubbish fill is being placed in a deep water hole on land in this vicinity between Gardner street and Rivermoor street, owned by the M. DeMatteo Construction Company. This is advantageous to both parties as it conserves

the city-owned dumping area, eliminates a hazard to children in the area, and will provide a solid fill area when completed suitable for use by the owner for parking or similar purposes.

In October the new office quarters provided for the division in the William T. Morrissey Memorial Building were occupied. This building, located in the yard at the Arborway and Forest Hills street, will also house yard offices of the Water, Sewer, and Highway Divisions.

On May 13, 1955, the Fort Point Channel above Dorchester avenue was declared by the Federal Government to be nonnavigable. This will require elimination of the scow operation from the Albany Receiving Station on April 1, 1956.

The city acquired a total of 124,821 square feet of land by taking from the New York, New Haven & Hartford Railroad Company in an area northerly of South Bay avenue for an incinerator site. Bids were opened on December 2 for equipment (furnaces and appurtenances) for the South Bay Incinerator. An award will be made sometime early in 1956 after the bids have been evaluated.

An unusual experience for the division resulted from the record-breaking rainfall that was an aftermath of Hurricane Diane on August 18 and 19. Flooded areas in Belnel Village, Dorchester, and the Island Section of Hyde Park were furnished with daily refuse collection by the division forces until the flood waters receded. The division also assisted the Health Department by providing transportation to furnish the residents in the flooded areas with daily supplies of chloride of lime to disinfect their basements.

Respectfully submitted,

ADOLPH J. POST,
Division Engineer.

SANITARY DIVISION — 1955
Payments to Refuse Collection Contractors.

District	Contractor	Monthly Contract Price	Total Payments
1 South Boston	Anthony J. Ryan, Inc. (First 3 months)	\$10,500	\$125,100 00
	Anthony J. Ryan, Inc. (Last 9 months)	10,400	
2 East Boston	Milano Brothers, Inc.	6,762 7,328	86,238 00
3 Charlestown	Milano Brothers, Inc.	3,953	49,182 60
4 Brighton	Anthony J. Ryan, Inc.	13,500 13,400	161,100 00
5A West Roxbury	Peerless Contracting Company (First 3 months)	11,190	125,652 20
	Frank J. Cavaliere (Last 9 months)	10,350	
5B Jamaica Plain	J. J. Moore Company	9,615	115,380 00
6A Dorchester—North	Coleman Brothers Corporation	25,900	310,800 00
6B Dorchester—South	Coleman Brothers Corporation	29,100	349,200 00
7A Elm Hill	William J. Banfield	5,300 5,310	63,690 00
7B Dudley	M. DeMatteo Construction Company (First 3 months)	6,729	81,234 00
	United Contracting Company (Last 9 months)	6,829	
7C Mission Hill	Marinucci Brothers, Inc.	8,200 8,140	97,860 00
7D Roxbury	M. DeMatteo Construction Company (First 3 months)	9,980	120,488 80
	United Contracting Company (Last 9 months)	9,980	
9 South End	Frank J. Cavaliere (First 3 months)	7,900	88,230 00
	Jas. A. Freaney, Inc. (Last 9 months)	7,170	
9A Back Bay	Dooley Brothers, Inc.	4,572 3,690	47,465 00
9B Stuart	James A. Freaney, Inc.	4,880 3,560	46,680 00
10 North and West Ends	Ward General Contracting Company	14,300	179,681 70
11 Hyde Park	Frank J. Cavaliere	5,000	60,000 00
Total			\$2,107,982 50

Payments to Refuse Disposal Contractors.

District	Contractor	Monthly Contract Price	Total Payments
Disposal Contract.....	M. DeMatteo Construction Company.....	\$36,980 34,760	\$428,056 59
Augustus Contract.....	Dewey Daggett.....	900 700	10,200 00
Total.....	.....	.....	\$438,256 59
Total Payments to Contractors for Refuse Collection and Disposal.....			\$2,546,239 11

APPENDIX E.

REPORT OF THE DIVISION ENGINEER OF
THE SEWER DIVISION.

Boston, January 2, 1956.

To the Commissioner of Public Works.

DEAR SIR:

I submit herewith statement of the activities and expenditures of the Sewer Division for the year ending December 31, 1955.

Expenditures During 1955.—The activities of the Sewer Division during the year consisted of sewer construction at a contract cost of \$422,213.89, as shown on attached schedule of the work done, and the maintenance and operation of the sewer system at a cost of \$911,135.68.

Contract Work.—Contract work consisted of the extension of the sewer system to provide drainage for new buildings and street construction and to eliminate cesspools, the locations and cost of which are attached.

Maintenance Work.—Maintenance work consisted of the cleaning of 5,739 catch basins by contract and 3,354 by yard forces, the freeing of stopped sewers and catch basins, and the repair of sewers, manholes, and catch basins by the yard forces and the operation of the pumping station and disposal works, the cost of which is attached.

Covering in Open Brooks.—A contract in the amount of \$439,077 was awarded to Pacella Brothers, Inc., for the covering in of Stony Brook, Myopia Brook, and Providence Street Brook.

The main line of Stony Brook will be enclosed in a 72-inch diameter concrete pipe conduit for a distance of about 5,058 linear feet, from opposite Willow avenue to Bald Knob road.

Myopia Brook will be enclosed in a 48-inch diameter concrete pipe conduit for a distance of about 769 linear feet, from the main line of Stony Brook to an existing conduit at the rear lot line between Gwinnett street and Austin street.

Providence Street Brook will be enclosed in a 36-inch diameter concrete pipe conduit for a distance of about 1,214 linear feet, from the main line of Stony Brook to an existing conduit near Grant place.

The work started in October, 1955, and is expected to be completed in one year. This work will complete the enclosing of Stony Brook in a conduit. It will make possible the reclamation of many acres of adjacent swamp-land for building purposes, eliminate the hazard of an open brook, and provide substantial relief for the basement flooding of dwellings, located adjacent to the brook, that now occurs when the ground water level is high.

Proposed Construction Work.—The work of extending the sewer system to provide drainage for new street construction, new building construction, and the elimination of cesspools will continue for many years in the future, and probably at the same rate as in the past. In addition, a long-range sewerage works program provides for the extension of main line surface drain conduits and the rebuilding of several miles of very old sewers that have settled or outlived their economic usefulness. Details of the long-range program are contained in a report on file in the Sewer Division.

Special Problems.

Hurricane Dianne—1955.

Boston escaped hurricane Dianne on August 18, 1955, but experienced torrential rains on August 18 and 19, causing widespread street and cellar flooding. On August 18 the rain started at 6 A.M. and ended at 11 P.M., during which time 4.88 inches of rain fell. On August 19 the rain started at 3 A.M. and ended at 9 P.M., during which time 7.06 inches of rain fell. The United States Weather Bureau reported that the storm produced the heaviest rainfall ever experienced in this area and established new record rainfall totals and intensities. On August 19 the record three-hour intensity was 4.05 inches, and on August 18 and 19 the record 24-hour intensity was 8.40 inches.

The storm runoff caused the Neponset River and Mother Brook to rise and flood property adjacent to the Neponset River at Belnel Village and property adjacent to Mother Brook at Margin street, Hyde Park.

Widespread street and cellar flooding occurred, particularly on August 19, adjacent to covered brook courses,

especially at the lower end of Stony Brook in the vicinity of Parker street, at which time it appears that the conduit surcharged and the water backflowed through catch basins connected to the conduit, flooding Parker street to a depth of about three feet.

The time of concentration for the Stony Brook conduit from Bald Knob road to Parker street is about three hours. The intensity of the Flaherty 15-year rainfall curve for a three-hour period is about one inch. The intensity for the same period during Hurricane Dianne was about 1.35 inches. It is believed that this increase in intensity caused the conduit to surcharge and produced the flood.

While widespread street and cellar flooding occurred during Hurricane Edna in 1954, when about six inches of rain fell, there was very little public protest because everybody realized there had been a hurricane, whereas during Hurricane Dianne there was no physical evidence of a hurricane other than torrential rain, and the public reaction to the flooding was that the sewers were at fault.

As previously stated, similar street and cellar flooding occurred adjacent to other covered brook courses, both in 1954 and 1955, causing substantial property damage, mostly to oil burner motors. If we are to have such storms yearly, or say, more often than once in fifteen years, evidently something should be done to meet the situation. Consideration should be given to building adequate pump wells where required, and the installation of float-operated motor-driven pumps of the proper size at the end of surface drainage conduits to discharge the storm flows into the receiving streams. While the installation of these pumps would substantially reduce, if not entirely correct, widespread flooding adjacent to covered brook courses during torrential rainstorms, it would in no sense prevent floodings that occur adjacent to the Boston Main Drainage Interceptor and the Metropolitan North and South Interceptor Sewers. Both these sewers surcharged and caused street and cellar flooding during both the 1954 and 1955 hurricanes, and there is no way of determining how the extent of the resulting damage compared with that caused by the surcharging of covered brook courses previously mentioned, although street flooding was far more extensive adjacent to the covered brook courses than to the interceptor sewers.

While the completion of the metropolitan sewerage works program now in progress will no doubt result in greater capacity in the Boston Main Drainage Interceptor for storm flow, it will not prevent the interceptor from surcharging during torrential rainstorms, but it should shorten both the time of surcharge and of street flooding if it should occur.

Sewer Changes Required by the Construction of the Fitzgerald Expressway.

The construction of the tunnel section of the Fitzgerald Expressway required that sewers that now cross the tunnel location be siphoned underneath the tunnel or intercepted by a new sewer to be built on the northerly side of the tunnel and be reconnected to the Boston sewer system by new sewers located beyond the tunnel portals at Oliver street and Kneeland street.

These new sewers are now under construction as part of the contract for the construction of the tunnel.

One sewer starts at the east side interceptor near Oliver street, and has a storm overflow into the harbor at Fort Hill Wharf. From the interceptor it is located on the west side of Oliver street, between Atlantic avenue and Purchase street, then in Purchase street to Summer street and beyond to Columbia street and Essex street. The size of the sewer varies from 72-inch diameter to 48-inch diameter pipe.

The other sewer starts in Kneeland street and is then located in private land on the easterly side of Albany street between Kneeland street and Harvard street, then in Harvard street with a branch in private land starting in Harvard street between Albany street and Hudson street to Beach street, and then crosses Beech street and Edinboro street to and in private land parallel to the tunnel to near Tufts street and Kingston street. The size of the sewer varies from 72-inch to 18-inch diameter pipe.

The Sewer Division Labor Force consists of the following: 24 laborers, 1 carpenter, 30 motor equipment operators and laborers, 10 catch-basin machine operators, 4 tide gate repairmen, 6 working foremen sewer cleaners, 17 sewer cleaners, 5 bricklayers, 3 yardmen, 1 heavy motor equipment operator, 5 sewer district foremen, and 1 main drainage foreman. This makes a total of 107 men as-

signed to answering complaints, cleaning catch basins, cleaning sewers, repairs to manholes and catch basins, repairing broken sewers, and other related work.

Length of Sewers Built.—During the fiscal year 1955 there were built by contractors and day labor 6.62 miles of common sewers and surface drains throughout the city. After deducting 0.27 miles of sewers and surface drains, rebuilt or abandoned, the net increase for 1955 is 6.35 miles, which added to the existing 1,279.95 miles of common sewers and surface drains and 30.93 miles of intercepting sewers, makes a grand total of 1,317.23 miles of all sewers belonging to the City of Boston, and under the care of the Sewer Division on January 1, 1956.

There were 133 catch basins built or rebuilt and 11 abandoned or removed during the year, making a net gain of 122 catch basins and a grand total of 24,355 catch basins under the care of the Sewer Division on January 1, 1956.

Permit Office Report.—Entrance fees to the amount of \$12,882 have been deposited with the Collector-Treasurer for collection from estates upon which no sewer assessments were ever paid, in accordance with Ordinances of 1945, chapter 27, section 10.

There were 1,085 permits issued, viz., 245 to district foremen and contractors and 840 to drainlayers for repair or laying new house drains. Inspectors from this office have personally inspected the work done under these drainlayers' permits.

There were 2,513 complaints investigated and inspectors are instructed to report in writing in each case.

There were 2,015 catch basin complaints received.

Reported in writing on 2,952 municipal liens to the Collector-Treasurer, in accordance with chapter 60, section 25, of the General Laws. Reported orally on about 2,400 requests for information on municipal liens.

Notices have been mailed to abutters in conformity with the Ordinances of 1925, chapter 27, section 8, apprising them of the construction of new sewers or repairs to old sewers.

Respectfully,

ROBERT P. SHEA,
Division Engineer.

**Summary of Sewer Construction for Twelve Months Ending
December 31, 1955.**

DISTRICTS.	Built by the City Either by Contract or Day Labor.	Built by Private Parties.	Total Lengths Built.	
	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Miles.</i>
City Proper.....	60.00	1,579.00	1,639.00	0.3104
Roxbury.....	141.50	.....	141.50	0.0268
South Boston.....	96.00	.....	96.00	0.0182
East Boston.....	.....	.....	.....	.....
Charlestown.....	42.00	.....	42.00	0.0079
Brighton.....	2,290.57	.....	2,290.57	0.4338
West Roxbury.....	12,091.14	.....	12,091.14	2.2899
Dorchester.....	7,741.05	.....	7,741.05	1.4661
Hyde Park.....	10,775.22	116.15	10,891.37	2.0628
Totals.....	33,237.48	1,695.15	34,932.63	6.6159

**Summary of Sewer Construction for Five Years Previous to
January 1, 1956.**

	1951.	1952.	1953.	1954.	1955.
	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>
Built by city by con- tract or day labor....	22,456.07	18,781.42	27,469.81	33,316.89	33,237.48
Built by private parties or other city depart- ments.....	.....	16,484.50	11,482.00	10,459.00	1,695.15
Totals.....	22,456.07	35,265.92	38,951.81	43,775.89	34,932.63

Total Length of Sewers.

DISTRICTS.	Total Lengths Built During Twelve Months Ending December 31, 1955.	Lengths Removed or Abandoned During Twelve Months Ending December 31, 1955.	Additional Lengths for the Twelve Months Ending December 31, 1955.	
	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Linear Feet.</i>	<i>Miles.</i>
City Proper.....	1,639.00	763.00	876.00	0.1659
Roxbury.....	141.50	141.50	.....	.....
South Boston.....	96.00	.....	96.00	0.0182
East Boston.....	.....	.....	.....	.....
Charlestown.....	42.00	42.00	.....	.....
Brighton.....	2,290.57	304.00	1,986.57	0.3762
West Roxbury.....	12,091.14	150.00	11,941.14	2.2614
Dorchester.....	7,741.05	.....	7,741.05	1.4661
Hyde Park.....	10,891.37	.....	10,891.37	2.0628
Totals.....	34,932.63	1,400.50	33,532.13	6.3506

	Miles.
Common sewers and surface drains built previous to January 1, 1955	1,279.95
Common sewers and surface drains built between January 1 and December 31, 1955	6.35
<hr/>	
Common sewers and surface drains built ending December 31, 1955	1,286.30
City of Boston intercepting sewers connecting with Metropolitan sewers to December 31, 1955	*6.81
City of Boston main drainage intercepting sewers to December 31, 1955	*24.12
<hr/>	
Grand total of common and intercepting sewers to December 31, 1955	1,317.23
Total mileage of streets containing sewerage works to January 1, 1956	711.87

*No additional lengths built during 1955.

Catch Basins in Charge of Sewer Division.

DISTRICTS.	CATCH BASINS FOR TWELVE MONTHS ENDING DECEMBER 31, 1955.			TOTAL FOR WHOLE CITY IN CHARGE OF SEWER DIVISION.	
	Number Built or Rebuilt.	Number Abandoned or Removed.	Net Increase.	Previous Report to January 1, 1955.	Grand Total to January 1, 1956.
City Proper.....	1	9	-8	3,807	3,799
Roxbury.....	6	0	6	3,474	3,480
South Boston.....	4	0	4	1,471	1,475
East Boston.....	0	0	0	1,221	1,221
Charlestown.....	0	0	0	846	846
Brighton.....	8	0	8	2,087	2,095
West Roxbury.....	28	2	26	4,437	4,463
Dorchester.....	33	0	33	5,644	5,677
Hyde Park.....	53	0	53	1,246	1,299
Totals.....	133	11	122	24,233	24,355

CALF PASTURE PUMPING STATION

ANNUAL REPORT, CALF PASTURE, 1955

Total gallons pumped	42,589,626,000
Daily average gallons pumped	116,818,000
Cost per million gallons pumped	\$4.82
Labor	\$108,333 04
Edison Power	83,287 62
Fuel	4,253 30
Supplies	3,959 08
Service orders	3,615 32
Contracts	1,728 00
Total	\$205,176 36

SEWER DIVISION
Maintenance Expenditure Details 1955

	TOTAL
PERSONAL SERVICES:	
Permanent employees	\$567,475 84
Temporary employees	1,032 40
Overtime	16,839 35
	\$585,347 59
 CONTRACTUAL SERVICES:	
Communications	3,327 87
Light, heat and power	89,197 24
Repairs and maintenance of buildings and structures	46,340 47
Repairs and servicing of equipment	4,007 99
Transportation of persons	1,128 62
Other contractual services	454 42
	144,456 61
 SUPPLIES AND MATERIALS:	
Food supplies	17 55
Heating supplies and materials	6,378 54
Household supplies and materials	413 75
Medical, dental and hospital supplies and materials	13 07
Office supplies and materials	2,741 71
Other supplies and materials	11,296 37
	20,860 99
 CURRENT CHARGES AND OBLIGATIONS	 816 10
 EQUIPMENT	 244 85
 STRUCTURES AND IMPROVEMENTS	 159,409 54
 GRAND TOTAL	 \$911,135 68

Sewerage Works 1955

Accounts.	Totals.	Labor.	Materials.	Contractor.	Sundries.
Office and engineers' salaries.....	\$151,022 11	\$151,022 11			
Miscellaneous bills, service orders, etc.....	6,780 19			\$5,171 01	\$1,606 18
Land takings.....	3,175 00				3,175 00
Release sewers.....	232 81	232 81			
Stock.....	14,416 41		\$14,416 41		
Mechanics Iron Foundry Company Contract No. 3975.....	20,601 66			20,601 66	
Mechanics Iron Foundry Company Contract No. 4110.....	18,690 96			18,690 96	
Total miscellaneous.....	\$217,919 14	\$154,254 92	\$14,416 41	\$14,466 63	\$4,781 18
Total sewers built.....	460,432 57	63,673 62	16,519 06	377,747 26	2,492 63
Total gross expenditures.....	\$678,351 71	\$217,928 54	\$30,935 47	\$422,213 89	\$7,273 81
CREDITS.					
Construction stock used on construction.....	\$28,692 97		\$28,692 97		
Construction labor paid by maintenance.....	45,483 19	\$45,483 19			
Payrolls paid by sewerage works revenue.....	159,281 60	159,281 60			
Bills paid by sewerage works revenue.....	124 91				\$124 91
Debit transfer to public ways, construction of.....	166 90				166 90
Total credits.....	\$233,752 60	\$204,767 99	\$28,692 97		\$291 84
Total expenditures, 1955.....	\$444,599 11	\$13,160 55	\$2,243 50	\$422,213 89	\$6,981 97

Sewerage Works Contracts, from January 1, 1955, to December 31, 1955.

LOCATION.	Started.	Finished.	Contractors.	Length in Feet.	Character.	Amount Expended in 1955.
EAST BOSTON						
Minor sewerage works in Drumlín road East Boston; Colebrook street and Bantley Way, South Boston, Dudley street, Pickering avenue and David place, Roxbury; and Newland street, City Proper.	July 8, 1954	Aug. 24, 1954	Roslindale Contracting Co.	No const.	Final payment only.....	\$368 72
SOUTH BOSTON						
Silver street between E street and 100 feet northwesterly.	Jan. 5, 1955	Feb. 7, 1955	N. Bevilacqua & Son.....	96.00	10" pipe sewer..... 1 manhole	1,506 80
WEST ROXBURY						
Moss Hill road, Mossdale road and Driftwood road.	Dec. 1, 1954	April 15, 1955	Susi & DeSantis Co., Inc.....	791.50 1,944.76 1,951.38	12" pipe surface drain..... 10" pipe surface drain 10" pipe sewer 16 manholes	25,320 16
Rockwood street and Perkins street.....	April 22, 1954	June 25, 1954	C. Russo, Inc.....	No const.	Final payment only.....	799 41
Whitford street from Delano park, 200 feet southeasterly.	June 21, 1954	June 26, 1954	Susi & DeSantis Co., Inc.....	No const.	Final payment only.....	92 85
Washington street between High View avenue and Grouse street.	Sept. 17, 1954	Dec. 9, 1954	C. Russo, Inc.....	No const.	Final payments only.....	11,699 97
Highfield road and minor sewerage works...	May 24, 1954	July 3, 1954	Joseph Capone & Son.....	No const.	Final payment only.....	500 92
Forest Hills street and Cemo road.....	April 18, 1955	June 30, 1955	Roslindale Contracting Co.	520.85 181.00	10" pipe surface drain..... 10" pipe sewer 3 manholes	10,105 43
Hackensack road and Hackensack court.....	Jan. 18, 1955	March 18, 1955	Roslindale Contracting Co.	421.80 421.80 30.00	10" pipe sewer..... 10" pipe surface drain 10" pipe catch basin drain 2 manholes 2 catch basins	8,860 20

Atwill road and outlet in private land to Richwood street.	Oct. 13, 1954	Nov. 12, 1954	N. Bevilacqua & Son.....	No const.	Final payments only.....	1,105 58
Sewerage works and water works in Brownson terrace.	Oct. 26, 1954	Dec. 3, 1954	Z & S Construction Co., Inc.	No const.	Final payments only.....	1,036 12
Bellevue Hill road.....	Nov. 1, 1954	Nov. 17, 1954	Bagarella Construction Co., Inc.	No const.	Final payments and repaving.....	1,315 39
Cutter road and Lillie Way.....	April 28, 1955	May 11, 1955	D. Federico Co.....	280.60 325.40	10" pipe sewer..... 10" pipe surface drain 4 manholes	4,313 74
Glendower street and Clarendon avenue.....	Oct. 26, 1954	Dec. 3, 1954	Joseph Capone & Son.....	No const.	Final payments only.....	1,048 01
Ackley place and outlet in private land and Brookside avenue playground.	Aug. 2, 1955	Aug. 15, 1955	Joseph Capone & Son.....	200.80	10" pipe surface drain..... 1 catch basin	2,415 93
DeStofano road and private land.....	May 5, 1955	May 26, 1955	N. Bevilacqua & Son.....	560.50 33.75	10" pipe sewer..... 10" pipe surface drain 3 manholes	5,209 30
Hazelmere road, New Haven street and Canterbury street.	May 31, 1955	Aug. 4, 1955	Susi & DeSantis Co., Inc....	960.20 190.00 229.70 39.00	10" pipe sewer..... 10" pipe surface drain 30" pipe surface drain 10" pipe catch basin drain 5 manholes 1 catch basin	18,968 42
David road and outlet in Mossbank Foot- way to Louder's Lane.	Aug. 4, 1955	Sept. 7, 1955	Susi & DeSantis Co., Inc....	650.00 650.00 79.00	10" pipe sewer..... 10" pipe surface drain 10" pipe catch basin drain 8 manholes 5 catch basins	11,100 84
Newfield street and Furbush road.....	Aug. 10, 1954	Oct. 2, 1954	Falfrey Construction Co....	No const.	Final payment only.....	352 72
Ervoe street from Veterans of Foreign Wars Parkway to Mantherne road.	Aug. 28, 1954	Oct. 16, 1954	Z & S Construction Co., Inc.	No const.	Final payment only.....	300 00
Canterbury street and Rocky Nook terrace.	Aug. 25, 1955	Sept. 16, 1955	R. A. Buccella & Sons, Inc.	172.80 253.00 251.80 12.00	15" pipe surface drain..... 10" pipe surface drain 10" pipe sewer 10" pipe catch basin drain 2 manholes 1 catch basin	7,115 96
Federal road, Sherman street and water works in Federal road (split contract).	Oct. 7, 1954	Nov. 25, 1954	Susi & DeSantis Co., Inc....	No const.	Final payments only.....	1,299 41

Sewerage Works Contracts, from January 1, 1955, to December 31, 1955.—Continued.

Location.	Started.	Finished.	Contractors.	Length in Feet.	Character.	Amount Expended in 1955.
WEST ROXBURY, Cont.						
Merriam street between Brookside avenue to Stony Brook with an arm southwesterly to Minton street, Ward 11.	May 31, 1955	June 18, 1955	S. J. Tomasello Corp.	77.50	10" pipe catch basin drain 4 catch basins	\$3,036 65
Washington street and minor sewerage works in Pelton street.	Nov. 17, 1955	Dec. 5, 1955	G & F Construction Co.	149.45 149.45 68.00 68.00	8" pipe sewer. 8" pipe surface drain 6" pipe surface drain 6" pipe sewer 2 manholes	1,931 41
Wedgemere road from existing sewer to point 80 feet southeasterly.	Not started.		Joseph Capone & Son.	No const.	Engineering only.	301 97
BRIGHTON						
Guest street, Brighton and Brownson terrace, West Roxbury.	May 10, 1951	June 8, 1951	Roslindale Contracting Co.	No const.	Final payment only.	168 97
Margo road and private land.	Nov. 9, 1951	Dec. 16, 1951	Roslindale Contracting Co.	No const.	Final payments only.	8,632 08
Margo road.	Aug. 16, 1951	Sept. 2, 1951	Joseph Capone & Son.	No const.	Final payment only.	241 35
Faneuil Valley Brook in private land and in Dunklee street.	Dec. 12, 1955	Not finished.	Z & S Construction Co.	75.00 172.00 132.00	42" pipe surface drain. 10" pipe sewer (relaid) 10" pipe surface drain (relaid) 1 manhole	1,101 55
Guest street and outlet in private land.	Nov. 2, 1955	Not finished.	DiMascio Brothers & Co.	1,207.13 701.44 167.00	12" pipe sewer. 30" pipe surface drain 10" pipe catch basin drain 12 manholes 8 catch basins	18,718 21
Minor sewerage works in Brighton, Charlestown, City Proper and West Roxbury.	Dec. 6, 1955	Not finished.	Edward Vozzella.	120.00 30.00	10" pipe catch basin drain. 10" pipe catch basin drain 10 catch basins 1 drop inlet	5,012 69

DORCHESTER

Sept.	23, 1954	Dec.	20, 1954	Roslindale Contracting Co.	No const.	Final payments only.....	11,925 89
Groveland street between Manchester street and land of City of Boston Housing Authority.	Sept. 23, 1954	Dec. 20, 1954	Dec. 20, 1954	Roslindale Contracting Co.	No const.	Final payments only.....	11,925 89
Itasca street.....	Aug. 16, 1955	Sept. 6, 1955	Sept. 6, 1955	Joseph Capone & Son.....	309.05 317.05 6.00	10" pipe sewer..... 12" pipe surface drain Minor drain 3 manholes	3,827 72
Manchester street and Maryknoll street.....	May 18, 1955	June 24, 1955	June 24, 1955	H. DiTullio & Sons, Inc.....	452.70 452.70 94.00	10" pipe sewer..... 10" pipe surface drain Minor drain 3 manholes 5 catch basins	8,557 18
Linvale terrace, Cookson terrace (private land), Dania street, Viking terrace, Constitution road, Jamestown terrace, Crossman street and private land between Crossman street and Dania street.	June 30, 1955	July 13, 1955	July 13, 1955	DiMascio Brothers & Co.....	643.70 398.00 394.63 746.97 104.00	10" pipe sewer..... 10" pipe surface drain 12" pipe surface drain 21" pipe surface drain Minor drain 21 manholes 2 catch basins	\$23,004 77
Mt. Vernon street between W. T. Morrissey Boulevard and end of street.	Oct. 5, 1955	Dec. 8, 1955	Dec. 8, 1955	S. J. Tomasello Corp.....	45.00 661.55 562.00	15" pipe surface drain..... 12" pipe surface drain Minor drain 20 catch basins 5 manholes	21,615 65
Sewerage works and water works in Sunset Lane.	Not started	.....	.....	Edward A. Vozzella.....	No const.	Advertising and engineering only	117 25
Violet street.....	Oct. 31, 1955	Dec. 8, 1955	Dec. 8, 1955	Z & S Construction Co.....	271.20	10" pipe sewer..... 1 catch basin 2 manholes	3,969 25
W. T. Morrissey Boulevard from Freeport street, 145 feet southerly.	Not started	.....	.....	N. Revillaquea & Son.....	No const.	Engineering only.....	148 25
Corman road and in Lena terrace and Lorna road.	Sept. 7, 1955	Nov. 7, 1955	Nov. 7, 1955	Joseph Capone & Son.....	1,223.51 1,235.81	10" pipe sewer..... 12" pipe surface drain 10 manholes	11,392 31
HYDE PARK Derry road between Westminster street and Safford street and outlet in Westminster street to Ayles road.	Nov. 16, 1954	Dec. 13, 1954	Dec. 13, 1954	Susi & DeSantis Co., Inc.....	No const.	Final payment only.....	11,357 15

Sewerage Works Contracts, from January 1, 1955, to December 31, 1955.—Concluded.

LOCATION.	Started.	Finished.	Contractors.	Length in Feet.	Character.	Amount Expended in 1955.
HYDE PARK, Cont.						
Leighton road, Dodge road, Kristin Court, and Eastmont road.	Dec. 13, 1954	April 12, 1955	C. Russo, Inc.	1,896.74 1,741.12	10" pipe sewer. 12" surface drain 27 manholes	\$29,998 75
Sherrin street, Hyde Park, and Richrow street, Dorchester.	Jan. 4, 1955	March 12, 1955	D. Federico Co.	541.44 541.79 9.00	10" pipe sewer. 12" surface drain Minor drain 8 manholes 2 drop inlets	13,863 10
Summer street from West street, 750 feet southerly.	April 20, 1955	June 9, 1955	H. D. Amico, Inc.	478.53 100.33 62.00	10" pipe sewer. 12" pipe surface drain Minor drain 5 manholes, 4 catch basins	9,742 95
Outlet for Dell terrace in private land to Lincoln street.	Nov. 22, 1954	Dec. 31, 1954	N. Bevilacqua & Son.	No const.	Final payments only.	3,290 10
Stony Brook, Section 18.	Oct. 3, 1955	Not finished	Pacella Bros. Corp.	175.00 539.12 174.00	7 1/2" pipe surface drain. 16" pipe surface drain Minor drain 3 manholes	29,338 91
Chesterfield street, Manila avenue, Danny road, Vallaro road, and Reynolds road.	July 6, 1954	Aug. 16, 1954	C. Russo, Inc.	No const.	Final payment only.	701 35
Farwell avenue, Hyde Park, and Savannah avenue, Dorchester.	May 11, 1955	June 14, 1955	Joseph Capone & Son.	344.40 200.45 138.00	10" pipe sewer. 10" pipe surface drain Minor drain 5 catch basins 3 manholes	8,063 00
Norton street.	Aug. 17, 1954	Sept. 3, 1954	C. Russo, Inc.	No const.	Final payment only.	308 32
Stony Brook, Section 17.	June 1, 1953	Oct. 21, 1954	Daddario-Piatelli (Joint ven- ture, F. E. Daddario Corp. and A. Piatelli Co.)	No const.	Final payment only.	21,853 28

Dietz road, Daniel court, Susannah court and Sanders court in Stony Brook Village.	July 14, 1954	Aug. 27, 1954	Z & S Construction Co., Inc.	No const.	Inspection and final payment.....	1,493 19	
Fairview avenue, Alvarado avenue, Alwin street, Stonelill road, and Cheryl Lane.	May 13, 1955	July 19, 1955	C. Russo, Inc.	190.70 640.00	12" pipe surface drain..... Minor drain..... 22 catch basins..... 2 manholes..... 1 drop inlet.....	17,658 78	
Jean road, Dodge road, Leighton road, Bednap road, and Perry Court.	Sept. 12, 1955	Not finish	C. Russo, Inc.	2,373.70 1,963.70 50.00	10" pipe sewer..... 12" pipe surface drain..... Minor drain..... 18 catch basins..... 28 manholes.....	25,154 23	
Wilton street.....	Aug. 10, 1955	Sept. 9, 1955	C. Russo, Inc.	19.00	Minor drain.....	2,464.90	
Woodland road.....	Aug. 22, 1955	Sept. 7, 1955	C. Russo, Inc.	219.10	10" pipe sewer..... 1 manhole.....	6,987 18	
Business street and Barry street.....	Not started		R. A. Buccella & Sons, Inc.	No const.	Advertising and engineering only.....	528 95	
Summit street and Washington street (not to be built)	Oct. 4, 1954	May 4, 1954	Adams Asphalt Co.	No const.	Stock only.....	276 88	
ROXBURY							
Regent street between Hubert street and Circuit street.	June 2, 1955	July 6, 1955	R. A. Buccella & Sons, Inc.	141.50 28.00	10" pipe sewer..... Minor drain.....	2,847 56	
Island street from Massachusetts avenue to Gerard street.	not started		N. Bevilacqua & Son.....	No const.	Engineering and stock only.....	658 80	
CITY PROPER							
Installation of tide gates, West Side Interceptor.	June 23, 1954	Oct. 13, 1954	James A. Freaney, Inc.	No const.	Final payments only.....	2,778 70	
Ground water-level project in Copley square.	Jan. 31, 1955	April 11, 1955	John J. Botti.....	42.00 272.00	24" ground water pipe..... 12" double line perforated pipe..... 1 manhole.....	10,467 41	
Back street between Exeter street and Eimbankment road.	Sept. 13, 1955	Dec. 20, 1955	Underground Construction Co.	953.00 953.00 390.00	18" pipe sewer..... 12" pipe surface drain..... Minor drain..... 1 manhole.....	15,830 76	
Total expense for sewers built, 1955.....						\$430,432 57	

APPENDIX F.

REPORT OF THE SURVEY DIVISION FOR
THE YEAR 1955.

BOSTON, January 2, 1956.

To the Commissioner of Public Works.

DEAR SIR:

I respectfully submit the following report of the activities of the Survey Division for the year ending December 31, 1955.

This division performs engineering services for other divisions of the Public Works Department and other city departments, boards, and commissions. It also performs administrative and engineering duties required by the Public Improvement Commission for its operation.

The principal engineering duties include:

(a) the making of plans, surveys, estimates, and reports relating to the laying out, widening, construction, and design of public highway;

(b) the taking of easements for sewerage works;

(c) staking out lines and grades for the construction of highways, sewerage, etc.;

(d) the making of property surveys of land to be acquired by the City of Boston by eminent domain;

(e) the making of plans and surveys of city-owned land for purposes of sale, interdepartmental transfer, or new development;

(f) the making of various engineering surveys and plans required by other city departments.

For the Public Improvement Commission, the administrative functions include processing of petitions, arranging public hearings, preparing estimates and orders relating to land damages and street and sewer betterments, preparing orders for the laying out of streets and the construction of streets and sewers, preparing orders for eminent domain land takings, preparing orders for the granting of permits for use of public highways, erection of poles, etc., and the maintenance of all records in the charge of the Public Improvement Commission.

Personnel:

On December 31, 1955, there were thirty-five permanent and seven temporary employees in this division.

During the year two permanent employees, Edward P. Fogarty, Executive Secretary, and William F. Conway, Senior Designing Engineer, retired. Mr. Fogarty had been employed in this Division since 1906 and Mr. Conway since 1923. Each of these employees was an expert in his work and is sorely missed. Three provisional engineering aides resigned during the year. One permanent employee, a junior clerk, transferred to the division from the Registry Division of the Health Department and two new provisional employees were hired, leaving three positions vacant.

**Division Expenditures, January 1, 1955, to December 31, 1955,
Inclusive**

	Survey Budget.	Highway Loan.	Sewer Loan.
Personnel.....	\$108,418 72	\$66,850 60	—
Pensions.....	18,350 97	—	—
Contractual services.....	2,657 14	10,749 65	\$2,091 25
Supplies and materials.....	6,061 89	—	—
Current charges and obligations.....	109 00	*43,914 50	—
Equipment.....	470 52	—	—
Totals.....	\$136,068 24	\$121,514 75	\$2,091 25

TOTAL EXPENDITURES . . . * Land Damages \$259,674 24

During the period covered by this report, the Survey Division completed one hundred seventeen (117) surveys and plans for the improving of existing highways or laying out of new ones totaling 8.10 miles. Thirty-eight (38) surveys and plans for 3.13 miles of sewerage easements were also made. Twenty-seven (27) surveys and plans of city-owned land or land to be taken for municipal purposes were also made.

Field engineering work included the staking out of thirty-three (33) streets for the Paving Service of the Highway Division, thirty-eight (38) for the Sewer Division, and miscellaneous services for other city departments. Regular routine work included the resurveying

of street lines for private engineers wherever existing records were inadequate or obsolete, marking lines and grades for private construction abutting public streets, examining land court plans for the Law Department, preparing land damage reports for the Public Improvement Commission, drafting charts, graphs, etc., for the Administrative Services Department, City Auditor, and others. Listed below are the major engineering surveys and plans completed during the period of this report.

For the Public Improvement Commission:

Forty-four (44) surveys and plans were made for the laying out of 3.36 miles of public highways, as follows:

	<i>Length in Feet.</i>
<i>Brighton</i>	
Eatonia street	180
West Sorrento street	215
<i>Charlestown</i>	
Terminal Street Extension	200
<i>Dorchester</i>	
Barna road	380
Brockton street	206
Evandale terrace	300
Harrow street	321
Howard place	204
Maryknoll street	1,270
Maryknoll terrace	181
Mildred avenue	150
Range road	250
Tanglewood road	186
Wichita terrace	257
<i>East Boston</i>	
Harmony street	250
Marion court	165
<i>Hyde Park</i>	
Brush Hill terrace	400
Cromwell road	290
Huntington avenue	1,473
Irwin avenue	175
New Bedford street	550
Stonehill terrace	140

<i>Roxbury</i>	<i>Length in Feet.</i>
Crestwood park	250
Greenwich court	100
Johnston park	175
Kenway terrace	175
La Fayette park	185
Lamartine Street Extension	731
Langford park	203

South Boston

Fargo street	466
------------------------	-----

West Roxbury

Agassiz park	230
Brownson terrace	500
Brucewood street	608
Burley street	420
Cheshire street	215
Driftwood road	484
Granada park	438
Hampstead Lane	470
Haviland road	650
Laurie avenue	1,084
Maple Street Extension	690
Maple Street Footway	110
Mossdale road	1,568
Rocky Nook terrace	260

Twenty-nine (29) surveys and plans were made for the widening and relocation of 2.52 miles of public highways as follows:

	<i>Length in Feet.</i>
Albany street, Boston Proper	67
Austin street, Hyde Park	80
Bradston street, Roxbury	38
Brookline avenue, Roxbury	207
Caltha road, Brighton	347
Congress street, Boston Proper	8
Cummins Highway, Dorchester	234
Dorchester avenue, South Boston	54
Dorchester avenue, Boston Proper	512
Fernwood road, West Roxbury	180
Francis street, Roxbury	308
Gardner street, West Roxbury	1,943
Hall street, West Roxbury	45
Hill Top street, Dorchester	40
Independence Drive, West Roxbury	309

	<i>Length in Feet.</i>
Kilsyth road, Brighton	690
Kinross road, Brighton	530
Lanark road, Brighton	1,360
Leon street, Roxbury	7
Monument street, Charlestown	100
Mt. Hope street, West Roxbury	26
Old Colony avenue, Dorchester	240
Poplar street, West Roxbury	1,973
River street, Dorchester	706
Selkirk road, Brighton	980
South street, West Roxbury	79
Southampton street, Roxbury	14
West street, Hyde Park	1,875
Worcester square, Boston Proper	375

Three (3) surveys and plans were made for the discontinuance of .14 mile of public highways as follows:

	<i>Length in Feet.</i>
Clyde street, East Boston	450
Central street, Boston Proper	200
Public Alley No. 104, Boston Proper	116

Thirty-four (34) surveys and plans were made for the alteration (specific repair) of 1.75 miles of public highways as follows:

	<i>Length in Feet.</i>
Albany street, Roxbury	450
Beacon street, Brighton	500
Beacon street, Brighton, at Chestnut Hill avenue	
Beacon street, Boston Proper, at Charlesgate East	
Beacon street, Boston Proper, at Commonwealth avenue	
Boylston street, Boston Proper, at Clarendon street	
Brookline avenue, Roxbury, at Beacon street	
Bunker Hill street, Charlestown	1,650
Bussey street, West Roxbury, at Walter street	
Bussey street, West Roxbury, at South street	
Chelsea street, Charlestown, at Joiner street	
City square, Charlestown, at Park street	
Commonwealth avenue, Boston Proper, at Beacon street	
Commonwealth avenue, Brighton	315
Cummins Highway, West Roxbury and Dorchester	3,560
Dock square, Boston Proper	

	<i>Length in Feet.</i>
Everett street, Brighton, at approaches to bridge	
Harrison avenue, Boston Proper	250
Main street, Charlestown, at Austin street	
Massachusetts avenue, Roxbury, at Southampton street	
Massachusetts avenue, Roxbury, at Theodore A. Glynn Way	
Massachusetts avenue, Roxbury, at Magazine street	
Meridian street, East Boston, at Marion street	
Mildred avenue, Dorchester	820
Morton street, West Roxbury, at Forest Hills Circle	
North street, Boston Proper, at Dock square	
Northampton street, Roxbury	125
Southampton street, Roxbury, at Massachusetts avenue	
Southampton street, Roxbury	440
Southampton street, Roxbury, at Theodore A. Glynn Way	
Summer street, South Boston, at Melcher street	
Theodore A. Glynn Way, Roxbury, at Newmarket square	
Washington street, Roxbury	1,148
West Broadway, South Boston, at Dorchester street	

Three (3) surveys and plans for highway easements were made as follows:

Hyde Park avenue, Hyde Park	1,800 sq. ft. (sloping)
Terminal street, Charlestown	300 ft. (wall)
Westglow street, Dorchester	70 ft. (wall)

Five (5) surveys and plans were made for the revision of grade of .33 mile of public highways as follows:

	<i>Length in Feet.</i>
Cheryl Lane, Hyde Park	375
Brucewood street, West Roxbury	140
Cricket Lane, West Roxbury	650
Southampton street, Roxbury	300
Stonehill road, Hyde Park	273

Six (6) surveys and plans were made for the taking by eminent domain of 525,401 square feet of land for municipal purposes, as follows:

LOCATION.	Area.	Department.
Auburn street, Roxbury (at Oakburn Avenue).....	6,494	School
Mt. Vernon street, Dorchester.....	8,969	School
Silver street, South Boston.....	1,566	School
North Margin street, Boston Proper.	1,106	Park
South Bay avenue, Roxbury (additional taking).....	30,711	Public Works (Sanitary)
Hallet street, Dorchester.....	476,555	Public Works (Sanitary)

Thirty-eight (38) surveys and plans were made for the taking of 3.13 miles of easements for sewerage purposes as follows:

	<i>Length in Feet.</i>
<i>Brighton</i>	
Anselm terrace	410
Guest street	1,431
Lake street	170
<i>Charlestown</i>	
Terminal street	320
<i>Dorchester</i>	
Corman road	738
Constitution road	178
Crossman street	182
Dania street	760
Faunce road	136
Jamestown terrace	119
Lena terrace	250
Lorna road	840
Messinger street	452
Prairie street	60
Sunset Lane	240
Viking terrace	107
<i>East Boston</i>	
Gladstone street	600
<i>Hyde Park</i>	
Beaver street	567
Belnap road	451
Dodge road	537
Joan road	806
Leighton road	1,410
Marston street	1,013
Perry court	185
Providence street	1,240

	<i>Length in Feet.</i>
Sherrin street	370
Summer street	523
Woodland road	258
Woodland road	259

West Roxbury

Ackley Place	70
Cutter road	260
David road	578
Emelia terrace	235
Hazelmere road	130
Lillie Way	85
New Haven street	220
Rocky Nook terrace	250
Wedgemere road	80

For the Public Works Department (Highway Division), thirty-three (33) highways were staked out for construction.

For the Public Works Department (Sewer Division), one hundred thirty-two (132) catch basins were staked out for construction. Also, forty-eight (48) reports recommending the location of one hundred eighty-eight (188) new catch basins were made.

For the Law Department, a survey and plan was made of land on East street, Boston Proper, and a sketch plan showing buildings on Stuart and Warrenton streets, Boston Proper. Also, fifty-seven (57) plans filed with Land Court petitions were examined and checked for street line references.

For the Real Property Department, a survey and plan was made of land on Taunton avenue, Hyde Park. Three (3) topographical plans were made of land on St. James avenue, Boston Proper; Scollay square, Boston Proper; Uphams Corner, Dorchester; and Winthrop street, Hyde Park. Four (4) surveys, plans, and topographical plans were made of land on Gove street, East Boston; Harrison avenue, Boston Proper; Hollis street, Boston Proper; and Lincoln street, Dorchester.

For the Library Department, a survey and plan was made of land on East Broadway, South Boston.

For the Park Department, two (2) surveys and plans were made of land on Joyce Kilmer park, West Roxbury, and Victory road, Dorchester (Alsen Playground).

For the Hospital Department, a survey and plan was made of a proposed road to Long Island Hospital (Ambulance road).

For the School Committee, the following school properties were staked out: Metropolitan avenue, Hyde Park; Gordon avenue, Hyde Park; Needham road, Hyde Park; Linwood street, Hyde Park; Auburn street, Roxbury; Centre street, Dorchester; Auburn School in Brighton; and Poplar street, West Roxbury. In addition, five (5) surveys and plans were made of land on Athens street, South Boston; Silver street, South Boston; Oakburn avenue, Roxbury; Mt. Vernon street, Dorchester; and Faywood avenue, East Boston. A topographical plan was also made for the Faywood avenue, East Boston, school site.

For the Building Department, a survey and plan was made of land at Commercial street and Charter street, Boston Proper.

Stone Bounds.—In accordance with a policy established in 1950, stone bounds were set and drilled on the following newly constructed streets:

STREET.	District.	Number of Bounds.
Abby road.....	Brighton.....	4
Allerton street.....	Roxbury.....	4
Auriga street.....	Dorchester.....	1
Arvale road.....	Dorchester.....	2
Ballin place.....	West Roxbury.....	1
Banton street.....	Dorchester.....	2
Centre court.....	Dorchester.....	4
Cricket Lane.....	West Roxbury.....	7
Cerina road.....	West Roxbury.....	4
Canterbury street.....	West Roxbury.....	4
Corey terrace.....	West Roxbury.....	4
Eugenia road.....	West Roxbury.....	4
Hartford court.....	Dorchester.....	2
Hartlawn road.....	West Roxbury.....	8
Hemman street.....	West Roxbury.....	3
Lantern Lane.....	West Roxbury.....	6
Ledgewood road.....	West Roxbury.....	7
Newmarket square.....	Roxbury.....	6
Peirson street.....	Roxbury.....	2
Pheasant street.....	West Roxbury.....	4
Pitsmoor road.....	West Roxbury.....	1
Quarley road.....	West Roxbury.....	3
Ryder Hill road.....	Brighton.....	3
Sumner park.....	Dorchester.....	2
Westmount avenue.....	West Roxbury.....	4
Westville terrace.....	Dorchester.....	1
Zeller street.....	West Roxbury.....	1

Private Street Survey.—In connection with the Public Improvement Commission's program of renaming private streets to reduce the number of duplications and eliminate some of the existing confusion in street names, the survey of 2,000 private streets begun in 1954 was completed, and recommendations for renaming, where favorable, were submitted to the Public Improvement Commission.

"Boston's Streets" (Street Book).—On April 30, 1955, the new edition of *Boston's Streets*, completed by this division, was issued.

Reproduction Work.

DEPARTMENT.	PHSTS	BPS	OZS	APS
Administrative Services.....	524		100	
Printing Section.....	8			
Purchasing Division.....	26			
Assessing.....	1,466	41	1,390	18
Auditor.....	1,916			
Boston Gas Company.....	4		93	
Boston Edison Company.....			141	
Building.....	1,576		67	
City Clerk.....	666			
City Council.....	2,130		2	
Civil Defense.....	262		21	
Compensation Review Board.....	486		8	
District Attorney's Office.....	48			
Finance Commission.....	26			
Fire.....	8		15	
Health.....	428		12	
Registry Division.....	1,178			
Housing Authority.....			4	
Law.....	1,480		49	
Licensing.....	82			
Mayor's Office.....	782		4	
Park.....	36		12	
Penal Institutions.....	52		6	
Planning Board.....	1,753	4	685	
Public Works:				
Central Office.....	1,014		107	
Bridge Division.....	413	44	879	5
Highway Division.....	582	3	1,032	61
Encroachment.....	4			
Lighting.....	36		463	4
Sanitary Division.....	18			
Sewer Division.....	3,588	64	599	
Survey Division.....	6,443	2,813	2,333	49
Water Division.....	404	32	47	
Public Works (State).....	154		174	
Real Property.....	1,570	15	568	
Buildings Division.....	126		44	
Registry (Court House).....	404			
Rent Control Board.....	1,260			
Retirement.....	2,940			
School Buildings.....	24			
School Committee.....	104		24	
<i>Carried forward</i>	34,021	3,016	668	137

Reproduction Work—Continued

DEPARTMENT	PHSTS	BPS	OZS	APS
<i>Brought forward</i>	34,021	3,016	668	137
Traffic.....	864	18	561	
Treasurer's	212			
Collecting Division.....	86			
Veteran's Services	90		3	
Welfare.....	12		104	
White Fund.....	250			
	<hr/>	<hr/>	<hr/>	<hr/>
	35,535	3,034	9,547	137

Assessments.—During the period reported on, estimates of benefit for assessment purposes were prepared amounting to \$186,421.27. These estimates are included in orders for street and highway improvements. Also final assessments were prepared amounting to \$220,984.52.

Respectfully submitted,

JAMES W. HALEY,
Chief Engineer, Survey Division.

APPENDIX G.

REPORT OF DIVISION ENGINEER OF THE
WATER DIVISION.

BOSTON, January 2, 1956.

To the Commissioner of Public Works.

DEAR SIR:

I respectfully submit the following report of the activities of the Water Division, operations, and expenditures for the fiscal year ending December 31, 1955.

During the year a total of 27,839.1 linear feet, or 5.27 miles, of main pipe was laid or relaid, varying in size from 4 inches to 16 inches, and 931 applications were received for installation of new service pipes, enlarged service pipes, and fire pipes, etc., in new or remodeled buildings.

There were 42 petitions received for the extension of water mains. The particular streets in which the above work was performed are shown on the accompanying tables.

The districts in which the main pipe was laid and relaid are as follows:

DISTRICT.	LAIID. Linear Feet.	RELAID. Linear Feet.
East Boston	0	2,048.6
City Proper	0	104.0
South Boston	0	0
Dorchester	5,462.9	0
West Roxbury	6,217.3	0
Hyde Park	10,867.9	2,651.6
Brighton	456.8	30.

Under the provisions of chapter 4 of the Ordinances of 1952, which deals with capital improvements, the Water Division submitted a capital improvement program, which program was not followed to any great extent due to the fact that all available funds were needed to extend water mains to provide water into residential areas.

ENGINEERING OFFICE.

The office force maintained its usual service to the public with information in relation to the Water Division, estimates on new service pipes, making out contracts, assisting the yard forces on Water Division matters, compiling official data, bringing the record plans to date, supervision of all construction and snow removal in areas Nos. 4 and 10.

The Engineering Office assisted in design and supervision of construction of water mains for the following major construction projects; their status being as follows:

Central Artery.

City square to Fort Hill square completed.

Fort Hill square to beyond Kneeland street—design completed and construction started.

William T. Morrissey Boulevard.

Columbia Circle to Tolman street completed.

Tolman street to across Neponset avenue—design completed and construction started.

Embankment Road or Storrow Drive.

Nashua street to Boston University Bridge completed.

Soldiers Field Road.

Eliot Bridge to Western avenue completed.

Western avenue to Cambridge street under construction.

Southeast Expressway.

Neponset Circle to Freeport street at William T. Morrissey Boulevard—construction started.

Freeport street at William T. Morrissey Boulevard north of Columbia road, design completed—construction to start in spring of 1956.

Bellevue Hill Tower.

New tower completed (elevation 392)—connection will be completed with Bellevue Hill road in spring of 1956.

Long Island.

New 12-inch steel main laid on bridge, Moon Island to Long Island, completed, and the defective 12-inch pipe abandoned between Moon Island and Long Island.

Projects being studied and in various stages of progress are as follows:

(a) Reinforcing Faulkner Hospital Area in West Roxbury—construction to start in spring of 1956 by M.D.C. with 12-inch connection at Weld street and West Roxbury Parkway.

(b) Reinforcing West Roxbury, Spring, Centre, Grove, Temple Streets Area by closing connections to 24-inch and 20-inch main—Forest Hills to Manthorne road.

(c) Reinforcing Hyde Park beyond Cleary square is one third completed (American Legion Highway to Providence street). During this year we anticipate extension of Providence street to West street.

Hydrants.

There were 30 new hydrants established, 149 hydrants changed, and 10 hydrants abandoned.

Summation.

System relaid 0.91 miles, extended 4.36 miles, 30 hydrants established, and 10 hydrants abandoned, thus increasing the amount of water pipe in system by 4.36 miles and 20 hydrants.

District Yards.

The district yard forces were utilized in repairs of main pipe leaks, installation of new service pipes, new fire pipes, service pipe repairs, fire pipe repairs, meter changes, off and on calls, and general maintenance service to the public.

THE DISTRIBUTION BRANCH.

The Distribution Branch, consisting of the main yard and four district yards, and responsible for the repair and maintenance of main pipes, hydrants, service pipes, and gate valves, was assisted during the year by four contracting firms who assisted the department forces in the repairing of leaks and the laying of new and relaying of old service pipes.

The contractual work was performed in a satisfactory manner and again proved the value of this type of contract in assisting the department forces to repair and install new appurtenances.

During the year the district yard responsible for work in the West Roxbury, Jamaica Plain, and Hyde Park area, with offices at 11 Child street, was abandoned and the

property disposed of, and the activities transferred to new Public Works Building called the Morrissey Building at the corner of Forest Hills street and Morton street.

THE MACHINE SHOP.

The machine shop and plumbing shop handled all the drilling and connecting of services in addition to the regular work carried on in these shops, such as the machining and assembling of gates, valves, and hydrants, and the department assisted the other branches of the Public Works Department in performing special jobs.

THE METER BRANCH.

The meter shop handled a total of 24,376 meters, divided as follows:

Meters applied on new services	855
Meters discontinued	1,677
Meters changed	5,767
Meters tested in shop	11,534
Meters repaired in service	548
Meters repaired in shop	1,955
Meters reset	769
Meters junked	1,271
	<hr/>
TOTAL	24,376

BUSINESS OFFICE.

This office performs all the work related to the processing of bills to property owners for water used and the maintenance of water meters.

These operations include receiving applications for new services and fire pipes; reading 95,000 meters quarterly; computing and preparing 382,000 bills amounting to \$6,211,110; keeping account of paid and unpaid bills; recording liens against delinquent consumers; testing, repairing, installing, and removing water meters and receiving complaints from the water-consuming public.

It is unfortunate that for many years the surplus of the Water Division was not allowed to accumulate a reserve fund which would have been available when water receipts failed to meet expenditures. In 1955 receipts of the division showed a surplus of only \$57,917.28, which was accomplished only by deferring much needed improvements to the water system to a later date.

1955

Main pipe petitions received	42
Domestic service applications	872
Fire pipe applications	59
Special meter tests	67
Hydrant permits issued	11
Repair deposits received	115
Miscellaneous deposits	25

APPROPRIATIONS, EXPENDITURES, AND REVENUE.

Budget appropriation, 1955.....	\$2,825,437	68
Amount expended.....	2,572,383	47
<hr/>		
Unexpended balance.....	\$253,054	21
Amount of money collected from all sources during the year		
1955.....	\$6,237,141	79
Amount expended from all sources.....	6,179,224	51
<hr/>		
Surplus.....	\$57,917	28

The metropolitan assessment for 1955 amounted to \$3,222,387.52 at the rate of \$80.00 per million gallons, an increase of \$91,522.32 over the assessment of 1954, based on the \$80.00 per million gallon rate.

Total amount billed for 1955	\$6,198,424	41
Total amount collected for 1955 bills, as of December 31,		
1955	\$4,885,408	26
Total amount abated for 1955 bills, as of December 31, 1955	\$27,139	87
Total amount collected in 1955 on bills rendered prior to 1955	\$879,065	80

By chapter 487, Acts of 1954, entitled "An Act Relative to Liens for Water Rates and Charges," effective January 1, 1955, the law was changed so that liens for water rates take effect by operation of law without the necessity of recording a lien statement at the Registry of Deeds.

The issuance of statements of outstanding water bills to the consumers at the end of the year has been continued as a courtesy to the customer.

Respectfully submitted,

DANIEL M. SULLIVAN,
Division Engineer.

Water Service, 1955		
Cash balance from 1954		\$157,971 37
Receipts		
Water rates and services	\$6,211,110 04	
Tax titles, water	26,031 75	
	<hr/>	6,237,141 79
		<hr/>
Expenditures from Revenue		\$6,395,113 16
Pensions and annuities	\$196,603 00	
Water Division	2,572,383 47	
Refund	704 40	
Metropolitan water assessment	3,222,387 52	
	<hr/>	
	\$5,992,078 39	
Collecting Water and Automotive \$130,000 + \$43,543	173,543 00	
	<hr/>	6,165,621 39
	\$6,165,621 39	<hr/>
		\$229,491 77
Expenditure for debt		
Boston water debt	\$12,000 00	
Interest	300 00	
	<hr/>	12,300 00
	\$12,300 00	<hr/>
		\$217,191 77
Carried forward		159,274 49
		<hr/>
Surplus		\$57,917 28

1955		
Summary of Water Division		
Collections and Expenditures		
Total Amount Collected		\$6,237,141 79
Expenditures		
Current expenses (budget)	\$2,572,383 47	
Pensions and annuities	196,603 00	
Collecting water	130,000 00	
Automotive	43,543 00	
Water debt	12,000 00	
Interest	300 00	
Refunded water rates	704 40	
	<hr/>	
	\$2,955,533 87	
M.D.C. assessment	3,222,387 52	
	<hr/>	
	\$6,177,921 39	
Less cash forwarded 1954 to 1955	157,971 37	
	<hr/>	
	\$6,019,950 02	
Plus cash forwarded 1955 to 1956	159,274 49	
	<hr/>	
	\$6,179,224 51	<hr/>
		6,179,224 51
Surplus		<hr/>
		\$57,917 28

Water Division, 1955

Construction Account		
Extension of mains (from revenue)		
Cost of construction Dec. 31, 1955	\$25,132,375 54	
Cost of construction Dec. 31, 1954	24,916,068 00	
	<hr/>	
Increase in plant cost during 1955		\$216,307 54
Cost of existing works Dec. 31, 1955		
Pipe yards and buildings	\$84,332 16	
Distribution system	25,132,375 54	
Hyde Park water works	175,000 00	
	<hr/>	
		\$25,391,707 70
High pressure		2,448,340 64
		<hr/>
		\$27,840,048 34

WATER STATISTICS FOR THE FISCAL YEAR ENDING
DECEMBER 31, 1955.

Mains.

Kind of pipe: cast iron, wrought iron, steel.

Size, 2-inch to 48-inch.

Extended miles, 4.36.

Size enlarged miles, 0.91.

Total miles now in use, 1,026.428.

Public hydrants added, 20.

Public hydrants now in use, 11,640.

Stop gates added, 51.

Stop gates now in use, 27,887.

Number of blowoffs, 862.

Range of pressure on mains, 30 to 90 pounds.

Services.

Kind of pipe and size:

$\frac{5}{8}$ inch to 2 inches in diameter of lead or copper.

4 inches and 6 inches in diameter of cast iron.

TABLE NO. 1.

Showing Length of Water Pipe and Connections Owned and Operated by Public Works Department, Water Division, Water Services, and Number of Valves in Same, December 31, 1955.

	DIAMETER OF PIPE IN INCHES.												Total				
	48	42	40	36	30	24	20	16	14	12	10	8		6	4	3	2
Length owned and operated, December 31, 1954.....	55,595	16,191	9,599	30,238	75,395	89,395	108,061	369,585	285	1,859,908	449,049	1,331,365	922,493	61,152	11,904	6,311	5,396,526
Gate valves in same.....	26	4	5	31	50	76	71	782	14	5,295	1,576	4,915	3,039	546	18	18	16,467
Air valves in same.....	60	5	10	35	113	84	53	101	14	64	1	5	.....	.....	1	13	545
Blowoffs in same.....	11	5	6	11	33	37	52	76	.....	166	40	203	141	66	9	5	861
Length laid and relaid during 1955.....	.....	.....	.....	.....	.....	.....	.....	3,895	.....	5,079	.....	18,416	.....	450	.....	.....	27,840
Gate valves in same.....	.....	.....	.....	.....	.....	.....	.....	1	.....	5	.....	44	.....	1	.....	.....	51
Air valves in same.....	.....	.....	.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	3
Blowoffs in same.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Length abandoned in 1955.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	767	.....	677	3,391	.....	.....	.....	4,835
Gate valves abandoned in 1955.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Air valves abandoned in 1955.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blowoffs abandoned in 1955.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Length owned and operated December 31, 1955, including high pressure service.....	55,595	16,191	9,599	30,238	75,395	89,395	103,061	373,481	285	1,864,220	449,049	1,349,104	919,102	61,602	11,904	6,311	5,410,531
Gate valves in same.....	26	4	5	31	50	76	71	783	14	5,300	1,576	4,959	3,036	546	18	18	16,514
Air valves in same.....	60	5	10	35	113	84	53	103	.....	65	1	5	.....	.....	1	13	548
Blowoffs in same.....	11	5	6	11	33	37	52	76	.....	166	40	203	141	67	9	5	862
High pressure fire service length.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	98,849

1,026.428 miles in distribution system, including high pressure fire service.
18,721 miles in high pressure fire service.

TABLE NO. II.

Total Number of Hydrants in System, December 31, 1955.

HYDRANTS.	Lowry.	Boston Lowry.	Boston Post.	Ordinary Post.	Batchelder and Finneran Post.	Ludlow Post.	Chapman Post.	Darling Post.	Mathews Post.	Boston Hydrant.	Mueller Post.	Total.
Public, December 31, 1954	457	247	2,140	2,122	6,546	4	6	91	7	11,620		
Private, December 31, 1954	33	5	29	126	17	13	56	4	111	394		
Established during 1955	0	0	0	17	154					171		
Abandoned during 1955	4	6	30	65	45		1			151		
Total, public, December 31, 1955	453	241	2,110	2,074	6,655	4	5	91	7	11,640		
Total, private, December 31, 1955	33	5	29	126	17	13	56	4	111	394		

Total hydrants in service, 1954	12,014
Total hydrants established during 1955	171
Total hydrants abandoned during 1955	151
Total hydrants added during 1955	20
Total hydrants in service December 31, 1955	12,034
High pressure fire hydrants in service, 1955	503
Total hydrants (all kinds) in service December 31, 1955	12,537

TABLE NO. III.
Length of Main Pipe Owned and Operated by the City of Boston Water Service, December 31, 1955.

	DIAMETER OF PIPE IN INCHES.													Total.			
	48	42	40	36	30	24	20	16	14	12	10	8	6		4	3	2
Length owned and operated, December 31, 1954.....	55,595	16,191	9,599	30,328	75,395	80,395	108,061	369,585	285	1,859,908	449,049	1,331,365	922,493	61,152	11,904	6,311	5,396,525
Length laid and relaid during 1955.....								3,895		5,079		18,416		450			27,840
Length abandoned during 1955.....										767		677	3,391				4,835
Length owned and operated, December 31, 1955.....	55,595	16,191	9,599	30,328	75,395	80,395	108,061	373,480	285	1,864,220	449,049	1,349,104	919,102	61,602	11,904	6,311	5,419,531
Length high pressure fire service.....							20,140	46,954		31,756							98,849

1,007,707 miles in distribution system of the City of Boston, December 31, 1955.
18,721 miles in high pressure fire service, December 31, 1955.
1,026,428 total miles in service.

TABLE NO. IV
Cost of Replacement of Main Pipe, 1955

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount	Number Sewer Pipe Con- nections —City Labor	Pipe Stock	Inspection and Engineering Cost	Total Cost	Contractor or Other Agency
1	East Eagle st.	6 W 8	728.4	(Less Junk) \$3,383.51	.....	\$2,768.68	\$365.01	\$6,517.20	D. Federico Co.
1	Falcon st.	6 W 8	687.5	2,829.05	.....	2,746.69	265.74	5,841.48	D. Federico Co.
1	White st.	12 W 8	632.7	3,302.47	.....	3,045.55	358.15	6,706.17	D. Federico Co.
3	Commercial st.	12 W 12	40.0	590.00	.....	168.80	67.40	\$26.20	John J. Appel
9	Tremont st., and Whittier st.	12 W 12	64.0	950.00	.....	474.80	105.00	1,529.80	John J. Appel
18	Bradlee st.	6 W 8	1,974.6	5,310.66	.....	6,950.50	280.64	12,541.80	E. Susi & Williams Corp.
18	Navarre st.	8 W 8	677.0	2,655.32	.....	1,956.24	207.32	4,818.88	E. Susi & Williams Corp.
21	Soldiers Field rd.	12 W 12	30.0	By M. D. C.	.....	665.00	165.00	.....	.....
.....	Totals	.....	4,834.2 (0.91 Miles)	\$19,021.01	.....	\$18,776.26	\$1,814.26	\$38,781.53	.....

TABLE NO. V
Cost of Extension of Main Pipe, 1955

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount	Number Sewer Pipe Connections — City Labor	Pipe Stock	Inspection and Engineering Cost	Total Cost	Contractor or Other Agency
1	Long Island	12 Steel	253.4	\$1,015.70	\$732.00	\$1,692.01	\$540.94	\$3,980.65	C. Justino, Inc.
1	Long Island	12	3,473.5	56,444.38			3,306.06	61,751.04	C. Justino, Inc.
13	Mt. Vernon st.	8	956.0	2,420.55		3,150.74	273.23	5,844.52	D. Federico Co.
13	Wm. T. Morrissey Blvd.	8	275.0	770.00	1,375.00	1,650.88	166.20	3,962.08	Old Colony Construction Co.
13	Wm. T. Morrissey Blvd.	12	55.0	195.00	275.00	2,244.54	131.70	2,846.24	Old Colony Construction Co.
17	Manchester st.	4	450.0	517.50		571.50	95.00	1,184.00	H. DiTullio
18	Dania st.	8	336.0	1,213.90		1,056.96	152.83	2,423.69	C. Russo, Inc.
18	Dietz rd.	8	95.0	440.45		371.70	90.42	902.57	C. Russo, Inc.
18	Dodge rd.	8	378.5	1,085.79		1,182.51	145.15	2,413.45	C. Russo, Inc.
18	Eastmont rd.	8	481.0	1,687.25		1,475.66	181.24	3,344.15	C. Russo, Inc.
18	Emmet rd.	8	280.0	690.00		915.80	105.40	1,711.20	C. Russo, Inc.
18	Gerald rd.	8	41.0	131.16		217.26	23.80	372.29	C. Russo, Inc.
18	Glendower st.	8	500.5	1,141.00	100.00	2,131.43	132.46	3,504.89	Z & S Construction Co.
18	Joan ct.	8	28.0	56.00		180.80	19.36	256.16	C. Russo, Inc.
18	Kristin ct.	8	169.0	458.00		798.34	75.48	1,331.82	C. Russo, Inc.
18	Leighton rd.	8	1,114.5	3,795.23		3,810.70	355.71	7,961.64	C. Russo, Inc.
18	Summer st.	8	588.0	1,436.27		2,061.68	150.18	3,648.13	Susi & DeSantis Co, Inc.

18	Beacon st. and Milton line.....	8	22.5	117 17	.....	683 68	55 03	855 88	Edward Vozzela
18	Bradlee st.....	16	1,332.5	2,665 00	.....	4,800 95	299 90	7,765 85	E. Susi & Williams Corp.
18	Constitution rd.....	8	119.3	568 56	.....	3,470 78	65 71	4,105 05	R. A. Bucella & Sons, Inc.
18	Crossman st.....	8	350.0	1,249 26	.....	1,161 00	154 96	2,565 22	R. A. Bucella & Sons, Inc.
18	Faunce rd.....	8	144.0	794 32	.....	411 84	95 66	1,301 82	R. A. Bucella & Sons, Inc.
18	Farwell av.....	8	216.0	528 40	.....	553 76	79 70	1,161 86	Edward Vozzela
18	Hyde Park av., near Wyvern	8	65.0	By City	138 00	252 00	56 28	446 28	
18	Jamestown terrace.....	8	125.0	705 10	.....	376 50	74 31	1,151 91	R. A. Bucella & Sons, Inc.
18	Lawton st.....	8	202.0	419 80	.....	811 52	57 19	1,288 51	Edward Vozzela
18	Lorna Road Extension.....	8	735.0	2,373 82	.....	2,377 10	254 43	5,005 35	R. A. Bucella & Sons, Inc.
18	Messinger st.....	8	538.0	1,483 90	.....	1,548 68	121 03	3,153 61	R. A. Bucella & Sons, Inc.
18	Orlando st.....	8	75.1	312 62	.....	399 07	50 76	772 38	R. A. Bucella & Sons, Inc.
18	Stanbro st. to Navarre st.....	8	48.0	82 80	.....	145 54	20 97	249 31	Edward Vozzela
18	From Cummins H'way, Stony Brook Easement.....	16	2,262.0	4,624 00	.....	17,922 02	377 44	22,923 46	E. Susi & Williams Corp.
18	Viking terrace.....	8	157.0	770 02	.....	457 28	94 20	1,321 50	R. A. Bucella & Sons, Inc.
18	Violet st.....	8	262.0	524 00	.....	960 30	63 44	1,547 74	Z & S Construction Co.
18	Woodland rd.....	8	203.0	406 00	.....	630 84	56 36	1,093 20	C. Russo, Inc.
19	David rd.....	8	432.0	1,081 85	.....	1,507 66	176 91	2,766 42	Edward Vozzela
19	Winchester terrace.....	8	64.0	212 50	141 00	191 30	44 75	589 55	Grancrete Construction Co.
19	Driftwood rd.....	8	473.3	1,433 51	.....	1,553 64	134 01	3,121 16	Susi & DeSantis Co., Inc.
19	Hackensack ct.....	8	266.0	645 30	.....	946 04	70 72	1,662 06	Susi & DeSantis Co., Inc.
19	Mossdale rd.....	8	1,589.0	4,298 05	128 00	6,014 02	433 88	10,903 95	Susi & DeSantis Co., Inc.

Cost of Extension of Main Pipe, 1955.—Concluded.

WARD	STREET	Size (Inches)	Length (Feet)	Contract Amount	Number Sewer Pipe Con- nections — City Labor	Pipe Stock	Inspection and Engineering Cost	Total Cost	Contractor or Other Agency
20	Aliano rd.....	8	262.0	555 40	.....	757 58	49 32	1,352 30	Susi & DeSantis Co., Inc.
20	Atwill Road Extension.....	8	396.0	1,528 00	.....	1,584 72	203 68	3,316 40	Z & S Construction Co.
20	Brownson terrace.....	8	345.0	1,796 90	.....	1,261 70	219 81	3,278 41	Z & S Construction Co.
20	Cutter rd.....	8	241.0	614 40	128 00	882 52	52 86	1,677 78	Susi & DeSantis Co., Inc.
20	Haviland rd.....	8	359.5	777 00	.....	1,318 01	78 62	2,173 63	Susi & DeSantis Co., Inc.
20	Hazelmere rd.....	8	218.0	531 30	.....	838 48	63 88	1,433 66	Susi & DeSantis Co., Inc.
20	Selwyn st.....	8	163.0	389 00	.....	506 78	39 34	935 12	Susi & DeSantis Co., Inc.
20	V. F. W. Pkwy.....	12	635.0	1,679 65	150 00	3,440 34	148 78	5,418 77	Susi & DeSantis Co., Inc.
20	Bellevue Tower.....	16	300.0	By M. D. C.	By M. D. C.	2,343 00	80 00	80 00	
20	Riverview st.....	8	402.5	1,261 03	.....	1,454 87	171 66	2,887 56	Edward Vozzela
20	Wash. st. and DeSoto rd.....	12	71.0	796 95	.....	636 98	95 82	1,529 75	Edward Vozzela
21	Soldiers Field rd.....	12	456.8	1,306 95	.....	2,772 04	174 42	4,253 41	Edward Vozzela
Totals.....		.....	23,004.9 (4.36 Miles)	\$110,030 74	\$3,167 00	\$88,515 05	\$12,161 66	\$211,537 08	

Table No. 1. Statement of Work Done During the Year 1955.

MAKE.	Applied.	Discontinued.	METERS CHANGED.		Tested in Shop.	Repaired in Service.	Repaired in Shop.	Resets.	Junked.	Total.
			Out.	In.						
Hersey.....	804	1,403	3,794	5,494	9,288	446	1,658	747	119	23,753
Watch dog.....	41	204	1,573	265	1,838	98	279	22	989	5,309
King.....		10	171		171				47	399
Worthington.....		40	184		184	1			100	509
American.....		3	10		10				3	26
Federal.....		5	13		13				5	36
Sparling.....	1									1
Nash.....		2	3		3				1	9
Arctic.....	7	3	9	8	17	3	17			64
Trident.....		1	3		3				3	10
Lambert.....			2		2				1	5
Empire.....			1		1					2
Crown.....		1	4		4				3	12
Keystone.....										
Pitt.....							1			1
Connection pieces.....	2	5								7
Totals.....	855	1,677	5,767	5,767	11,534	548	1,955	769	1,271	30,143

Table No. 2. Meters in Service, December 31, 1955.

MAKE.	DIAMETER IN INCHES.											Total.
	5/8	3/4	1	1 1/2	2	3	4	6	8	10	12	
Hersey.....	69,458	5,152	2,441	1,359	955	343	407	126	39	19	10	80,300
Watch Dog.....	9,411	316	467	731	416	236	70					11,647
King.....	591	7	5	11	3							617
Worthington.....	1,409	6	2	6	5	2						1,430
American.....	52	3				1						56
Federal.....	59				1	1						61
Crown.....		1	2	3	4		4	1				15
Nash.....	9	1			1	1						12
Lambert.....	4					1	1					6
Arctic.....		1		16	17	19	8	2				63
Trident.....	1		2			26	9					38
Keystone.....	2			1		1						4
Empire.....	3		1									4
Neptune.....						1						1
Sparling.....								4	1			5
Total.....	80,999	5,187	2,920	2,127	1,402	632	499	133	40	19	10	94,268

MAKE.	DIAMETER IN INCHES.										Total.
	5/8	3/4	1	1 1/2	2	3	4	6	8	No Size	
C. P's.....	1,676	22	42	9	24	3	1	3	2	.....	1,782
C. of B., C. P's.....	27	2	19	76	162	60	23	7	.....	13	389
Total.....	1,703	24	61	85	186	63	24	10	2	13	2,171

Table No. 3. Meters in Shop, December 31, 1955.

MAKE.	DIAMETER IN INCHES.										Total.	
	5/8	3/4	1	1 1/2	2	3	4	6	8	12		
NEW.												
Hersey Disc.....	680					3						683
Hersey H. C. T.....					1	4		1				6
Hersey Detector.....											1	1
Watch Dog.....												
Total.....	680				1	7		1			1	690
OLD.												
Hersey Disc.....	350	150	30		2	5	6					543
Hersey Detector.....							5	6	6	1 (10")		18
Watch Dog.....				7	4	5	2					18
Arctic.....				2			1					3
Total.....	350	150	30	9	6	10	14	6	6	1 (10")		582

Table No. 4. Meters Repaired in Shop in 1955.

MAKE.	DIAMETER IN INCHES.										Total.	
	5/8	3/4	1	1 1/2	2	3	4	6	8	12		
Hersey Disc.....	1,298	101	52	104	83	4	8	1				1,651
Hersey H. C. T.....						2	2					4
Hersey Detector.....												
Watch Dog.....	108	19	25	53	46	23	5					279
Hersey F. M.....									2	1 (10")		3
Arctic.....				10	6		1					17
Pitt.....				1								1
Total.....	1,406	120	77	168	135	29	16	1	2	1 (10")		1,955

Table No. 5. Meters Repaired and Rebuilt at Factory in 1955.

MAKE.	DIAMETER IN INCHES.			Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	
Hersey.....	2,250	200	50	2,500
Watch Dog.....				
Total.....	2,250	200	50	2,500

Table No. 5A. Meters Purchased New in 1955.

MAKE.	DIAMETER IN INCHES							Total.
	$\frac{5}{8}$	1½	2	3	4	6	8	
Hersey Disc.....	2,687	30	20	.....	.....	.....	.....	2,737
Hersey H. C. T.....	.....	.....	.....	10	10	1	.....	21
Hersey Detector.....	.....	.....	.....	.....	.....	.....	.....	.....
Watch Dog.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	2,687	30	20	10	10	1	.....	2,758

Table No. 6. Meters Reset in 1955.

MAKE.	DIAMETER IN INCHES.					Occupied	Con- nec- tion Pieces	Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	1½	2			
Hersey.....	687	39	11	6	4	.....	.....	747
Watch Dog.....	19	1	1	.....	1	53	.....	22
Total.....	706	40	12	6	5	53	716	769

Table No. 7A. Meters Changed in 1955. Meters Taken Out.

MAKE.	DIAMETER IN INCHES.									Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	
Hersey.....	3,326	167	94	90	71	30	15	1		3,794
Watch Dog.....	1,110	27	39	35	40	17	5			1,573
King.....	169			1	1					171
Worthington.....	182				1	1				184
American.....	10									10
Federal.....	13									13
Keystone.....										
Arctic.....				7	2					9
Trident.....	1					1			1 (10")	3
Lambert.....	2									2
Empire.....	1									1
Nash.....	1			2						3
Crown.....	3					1				4
Total.....	5,118	194	133	135	115	50	20	1	1 (10")	5,767

Table No. 7B. Meters Changed in 1955. Meters Put In.

MAKE.	DIAMETER IN INCHES.									Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	
Hersey.....	4,829	355	106	103	61	16	19	1	1 (12")	5,494
Watch Dog.....	100	27	32	54	31	20	1			265
Arctic.....				4	4					8
Total.....	4,929	382	138	161	99	36	20	1	1 (12")	5,767

Table No. 8. Meters Repaired in Service in 1955.

MAKE.	Defaced and Broken Clocks	Spindle Leaks	Coupling Leaks	New Train	Broken Gears	Examinations	Repair Trains	Total
Hersey.....	84	203	59	21	21	58	.....	446
Watch Dog.....	23	47	17	1	2	8	.....	98
King.....							.....
Worthington.....		1					.....	1
Arctic.....	1	1			1		.....	3
Trident.....							.....
Total.....	108	252	76	22	24	66	.....	548

Table No. 9. Meters Applied in 1955.

MAKE.	DIAMETER IN INCHES.									Total.
	$\frac{5}{8}$	$\frac{3}{4}$	1	$1\frac{1}{2}$	2	3	4	6	8	
Hersey.....	685	13	14	39	36	7	10	.....	.....	804
Arctic.....				5	1		1	.....	.....	7
Watch Dog.....	18	.....	3	9	10	1	.....	.....	.....	41
Sparling.....								1	.....	1
Connection Piece.....				1			1	.....	.....	2
Total.....	703	13	17	54	47	8	12	1	.....	855

Meters applied on old service.....	8
Meters applied on new service.....	845
Connection pieces applied on new services....	2
Total.....	855

Table No. 10. Meters Discontinued in 1955.

MAKE.	DIAMETER IN INCHES.									Permanently Discon- tinued.	Con- nection Pieces.	Vacancies.	Total
	$\frac{5}{8}$	$\frac{3}{4}$	1	1 $\frac{1}{2}$	2	3	4	6	8				
Hersey.....	1,215	91	60	15	13	4	2	2	1 (10")	316	933	154	1,403
Watch Dog.....	167	4	10	7	5	10	1	.....	.....	51	128	25	204
King.....	10	.....	.....	.....	.....	.....	.....	.....	.....	1	9	.....	10
Worthington.....	36	.....	1	.....	1	2	.....	.....	.....	3	36	1	40
American.....	2	1	.....	.....	.....	.....	.....	.....	.....	1	1	1	3
Arctic.....	.....	.....	.....	.....	.....	1	2	.....	.....	1	2	.....	3
Federal.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	1	5
Crown.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1
Trident.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1
Nash.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	2
Connection Pieces.....	5	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	1	5
Total.....	1,441	96	71	22	20	18	6	2	1 (10")	378	1,116	183	1,677

Table No. 11. Reason for Meter Change in Year 1955.

MAKE.	Do Not Register.	Coupling Leak.	Spindle Leak.	Department Test.	Special Test.	Noisy.	Enlarged Meter.	Set Backwards.	Clock Broken.	No Forec.	Frost.	Total.
Hersey.....	2,346	496	104	372	51	65	174	30	100	44	32	3,814
Watch Dog.....	1,231	139	23	63	9	8	29	9	14	8	4	1,537
King.....	147	17	1	14			5		2	1		187
Worthington.....	157	14	1	8		2	3		3	1		189
American.....	5	1										6
Federal.....	7	2	1	5								15
Empire.....	1											1
Keystone.....												0
Arctic.....	2	1		5			1					9
Trident.....		1					1					2
Lambert.....	1											1
Nash.....	1			1								2
Crown.....	1			2			1					4
Total.....	3,899	671	130	470	60	75	214	39	119	54	36	5,767

Table No. 12. Meters Junked in 1955.

MAKE.	DIAMETER IN INCHES.								Total.
	$\frac{1}{8}$	$\frac{1}{4}$	1	$1\frac{1}{2}$	2	3	4	6	
Hersey.....	94	3	3	4	2	10	3		119
Watch Dog.....	971	7	11						989
King.....	44				3				47
Worthington.....	97					3			100
American.....	3								3
Federal.....	5								5
Lambert.....	1								1
Trident.....	1					2			3
Crown.....	2						1		3
Nash.....	1								1
Arctic.....									
Total.....	1,219	10	14	4	5	15	4		1,271

APPENDIX H.

REPORT OF THE
PUBLIC IMPROVEMENT COMMISSION.

BOSTON, January 2, 1956.

HON. JOHN B. HYNES,
*Mayor of Boston.**Through the Commissioner of Public Works.*

DEAR MR. MAYOR:

In accordance with the provisions of section 24, chapter 3 of the Revised City Ordinances of 1947, the following report of the Public Improvement Commission for the year ending December 31, 1955, is respectfully submitted.

The Public Improvement Commission was established May 1, 1954, by the provisions of section 57, chapter 2 of the 1954 Ordinances. This commission, consisting of the Commissioner of Public Works, the Commissioner of Real Property, and the Chairman of the Boston Traffic Commission, was assigned all of the powers and duties of the former Board of Street Commissioners, except:

- (a) Those relating to the storage and sale of inflammables, filling stations, and parking lots which were transferred to the Committee on Licenses in the Public Safety Commission;
- (b) Those relating to the planting and removal of trees in public ways, the use of public ways for any temporary obstruction in, under, or over the same, the use of public ways for the storage and sale of merchandise, and the designating of coasting streets, which were transferred to the Commissioner of Public Works; and
- (c) Those relating to the abatement of taxes which were transferred to the Real Property Department.

Functions of the Board of Street Commissioners transferred to this commission include the authority to lay out, widen, relocate, alter, discontinue, or rename public highways, and to order the making of specific repairs therein; to order the construction of sanitary sewers and storm drains; to take land by eminent domain for municipal purposes (except housing and off-street parking); to permit the opening of private ways for public travel; to levy assessments for street, sidewalk, and sewer better-

ments; and to issue permits for the location of wire-carrying poles, conduits, pipes, tracks, and similar uses of the public ways.

The first meeting in 1955 was held on January 12. Present were Public Works Commissioner George G. Hyland, Chairman; Commissioner of Real Property Herman Carp, Vice Chairman; Chairman of the Boston Traffic Commission William Arthur Reilly. Also present were James W. Haley, Chief Engineer; and Michael J. Corrao, Secretary; both of the Survey Division.

STREET PROGRAM.

During the period covered by this report, one hundred six (106) highway improvements, including the laying out of fifty-four (54) new highways and one (1) footway, the widening and relocation of seventeen (17) public ways, the making of specific repairs in thirty-four (34) existing streets, were ordered by the Public Improvement Commission.

Of particular interest in these groups are the following projects:

Bunker Hill street, Charlestown district, from Chelsea street to Sullivan square, to be reconstructed with Chapter 90 funds at an estimated cost of \$120,000. Work will include the reduction of existing sidewalk widths and the installation of traffic islands at several intersections.

Dock square, Boston Proper, completely redesigned and reconstructed to conform with the opening of the central artery ramps nearby, at an estimated cost of \$26,786.80.

Dorchester street, South Boston district, from Andrew square to Broadway, to be constructed with Chapter 90 funds at an estimated cost of \$131,210 with the installation of a center divisional island and the reduction of sidewalk widths.

Poplar street, West Roxbury district, and West street, Hyde Park district, widening and construction. This widening now provides a continuous 50-foot highway from Hyde Park avenue in Hyde Park to the junction of Poplar and Canterbury streets.

The following streets were ordered laid out as public ways during 1955:

Ackley place, West Roxbury (formerly Jackson place), from Washington street approximately 215 feet northwesterly; length, 200 feet; estimated cost, \$5,385; estimated benefit, \$2,599.30.

Arborcrest terrace, Dorchester, from Gladstone avenue to Ridgeview avenue; no construction; length, 394 feet.

Auriga Street Extension, Dorchester, from Garner road approximately 235 feet northerly; length, 235 feet; estimated cost, \$6,500; estimated benefit, \$3,006.71.

Ayles road, Hyde Park, between Safford and Edwardson streets; length, 1,320 feet; estimated cost, \$37,023; estimated benefit, \$15,230.84.

Bluefield terrace, Dorchester, between Ridgeview and Gladeside avenues; no construction; length, 524 feet.

Briarcliff terrace, Dorchester, between Gladeside and Ridgeview avenues; no construction; length, 418 feet.

Brownson terrace, West Roxbury, from Allandale street approximately 500 feet southerly and northwesterly; length, 500 feet; estimated cost, \$15,455; estimated benefit, \$6,894.06.

Brucewood street, West Roxbury, from Veterans of Foreign Wars Parkway to Rickerhill road; length, 608 feet; estimated cost, \$18,100; estimated benefit, \$8,561.71.

Brush Hill terrace, Hyde Park, from Dana avenue to Neponset avenue; length, 400 feet; estimated cost, \$12,443; estimated benefit, \$5,721.38.

Cragmere terrace, Dorchester, between Gladeside avenue and Ridgeview avenue; no construction; length, 300 feet.

Cricket Lane, West Roxbury, southwesterly and southeasterly to Ledgewood road; length, 800 feet; estimated cost, \$12,525; estimated benefit, \$4,198.10.

Donwood terrace, Dorchester, between Gladeside avenue and Ridgeview avenue; no construction; length, 353 feet.

Eatonia street, Brighton, from West Sorrento street approximately 180 feet southwesterly; length, 180 feet; estimated cost, \$5,767; estimated benefit, \$2,819.82.

Edwardson street, Hyde Park, from Lewiston street to Ayles road; length, 200 feet; estimated cost, \$5,789; estimated benefit, \$2,181.47.

Ellard road, Hyde Park (formerly Elliot street), from Wood avenue to Ayles road; length, 460 feet; estimated cost, \$11,959; estimated benefit, \$2,021.16.

Emmonsdale road, West Roxbury, from Howitt road to Martin street; length, 500 feet; estimated cost, \$27,802; estimated benefit, \$7,475.38.

Fargo street, South Boston, from E street to Summer street; no construction; length, 466 feet.

Frazer street, Hyde Park, from Wood avenue to Reddy avenue; length, 755 feet; estimated cost, \$21,500; estimated benefit, \$9,492.67.

Garfield avenue, Hyde Park, from Faraday street to Cranmore road; length, 364 feet; no construction.

Gladeside avenue, Dorchester, from River street approximately 1,800 feet northerly and northeasterly; no construction; length, 1,790 feet.

Granada Park, West Roxbury (formerly Byron court), from School street approximately 438 feet southwesterly; length, 438 feet; estimated cost, \$9,627; estimated benefit, \$4,741.69.

Hackensack road, West Roxbury, from south of Payson road to Hackensack Circle; length, 280 feet; estimated cost, \$11,635; estimated benefit, \$2,708.98.

Hampstead Lane, West Roxbury, from Hampstead road to another portion of Hampstead road; length, 470 feet; estimated cost, \$5,697; estimated benefit, \$4,087.30.

Harrow street, Dorchester, from Humphreys street to Beckwith street; length, 321 feet; estimated cost, \$8,559; estimated benefit, \$4,272.56.

Itasca street, Dorchester, from Almont street to Mattapan street; length, 450 feet; estimated cost, \$13,400; estimated benefit, \$6,966.40.

Kenway terrace, Roxbury (formerly Hawthorne avenue), from Washington street approximately 175 feet southeasterly; length, 175 feet; estimated cost, \$3,884; estimated benefit, \$1,916.78.

Lamartine Street Extension, Roxbury, from Centre street to Heath street; no construction; length, 731 feet.

Langford park, Roxbury (formerly Louise park), from Copeland street approximately 203 feet southeasterly; length, 203 feet; estimated cost, \$5,650; estimated benefit, \$2,793.

Laurie avenue, West Roxbury, from Gould street to Baker street; length, 1,084 feet; estimated cost, \$30,710; estimated benefit, \$15,573.37.

Leahaven road, Dorchester, from River street to Meadowbank avenue; no construction; length, 404 feet.

Ledgebrook road, Dorchester, between River street and Meadowbank avenue; no construction; length, 506 feet.

Lewiston street, Hyde Park, from Edwardson street to Frazer street; length, 305 feet; estimated cost, \$8,911; estimated benefit, \$3,982.25.

Linvale terrace, Dorchester, between Mamelon Circle and Gladeside avenue; no construction; length, 420 feet.

Mamelon Circle, Dorchester, from River street to another portion of River street; no construction; length, 835 feet.

Maple Street Extension, West Roxbury (formerly part of Addington road), from Maple street to Corey street; length, 699 feet; estimated cost, \$15,518; estimated benefit, \$3,410.88.

Maple Street Footway, West Roxbury, from Maple street to Veterans of Foreign Wars Parkway; length, 110 feet, estimated benefit, none.

Marion place, East Boston (formerly Eutaw place), from Marion street approximately 165 feet southwesterly; length, 165 feet; estimated cost, \$3,671; estimated benefit, \$1,694.10.

Maryknoll street, Dorchester, from Morton street to Manchester street; length, 1,270 feet; estimated cost, \$42,886; estimated benefit, \$14,039.59.

Maryknoll terrace, Dorchester, from Maryknoll street approximately 180 feet northerly; length, 181 feet; estimated cost, \$5,893; estimated benefit, \$3,146.85.

Meadowbank avenue, Dorchester, from River street approximately 950 feet southerly and westerly; no construction; length, 942 feet.

Mildred Avenue Extension, Dorchester, approximately 150 feet northwest of Norfolk street; length, 150 feet; estimated cost, \$4,149; estimated benefit, \$4,056.

New Bedford street, Hyde Park, from Beacon street approximately 550 feet southeasterly; length, 550 feet; estimated cost, \$14,993; estimated benefit, \$6,487.64.

New England avenue, Dorchester, from Southern avenue to Norfolk street; length, 485 feet; estimated cost, \$12,778; estimated benefit, \$4,326.24.

Newcroft Circle, Dorchester, from River street to another portion of River street; no construction; length, 672 feet.

Pomona avenue, West Roxbury, from Sanborn avenue to Chesbrough road; length, 230 feet; estimated cost, \$7,249; estimated benefit, \$1,537.60.

Ridgeview avenue, Dorchester, from River street approximately 1,350 feet northwesterly and northerly; no construction; length, 1,310 feet.

South Bay avenue, Roxbury, from Atkinson street to Moore street; length, 935 feet; estimated cost, \$33,600; estimated benefit, \$13,344.88.

Southmere road, Dorchester, from River street to Ledgebrook road; no construction; length, 523 feet.

Sparrow street, West Roxbury, from Maplewood street to Searle road; length, 300 feet; estimated cost, \$19,042; estimated benefit, \$6,617.75.

Stonchill terrace, Hyde Park, from Stonchill road approximately 140 feet easterly; length, 140 feet; estimated cost, \$2,683; estimated benefit, \$1,094.16.

Tanglewood road, Dorchester (formerly Churchill place), from Washington street approximately 200 feet westerly; length, 186 feet; estimated cost, \$4,335; estimated benefit, \$2,075.08.

Terminal Street Extension, Charlestown, approximately 200 feet northeasterly from a point approximately 3,100 feet northeasterly of Medford street; length, 200 feet.

West Sorrento street, Brighton, from Hopedale street to Eatonia street; length, 215 feet; estimated cost, \$6,713; estimated benefit, \$1,645.62.

Westville terrace, Dorchester, approximately 200 feet northerly; length, 196 feet; estimated cost, \$6,752.38; estimated benefit, \$3,185.89.

Wichita terrace, Dorchester (formerly Johnson place), from River street approximately 257 feet northerly; length, 257 feet; estimated cost, \$5,567; estimated benefit, \$2,514.06.

WIDENED OR RELOCATED.

Albany street, Boston Proper, on the northerly side between Randolph and Union Park streets.

Bradston street, Roxbury, at the easterly corner of Southampton street.

Brook Farm road, West Roxbury, between La Grange and Lyall streets, including revision of grade.

Brookline avenue, Roxbury (without construction), between Park Drive and Riverway.

Congress street, Boston Proper, at the southwesterly corner of Dock square.

Cummins Highway, Dorchester, between Brockton street and New York, New Haven & Hartford Railroad.

Dorchester avenue, South Boston, at the northwesterly corner of Southampton street.

Fernwood road, West Roxbury, from Landsceer street approximately 180 feet southeasterly.

Hall street, West Roxbury, at the northerly corner of Call street.

Hill Top street, Dorchester, at the northwesterly corner of Crockett avenue.

Mt. Hope street, West Roxbury, at the southerly corner of Hyde Park avenue.

Old Colony avenue, Dorchester, from a point approximately 475 feet north of Mt. Vernon street, northerly approximately 564 feet.

Poplar street, West Roxbury (without construction), from Beech street to the Hyde Park boundary line.

South street, West Roxbury, at the intersection of Bussey street.

Southampton street, Roxbury, at the easterly corner of Hampden street.

West street, Hyde Park (without construction), from West Roxbury boundary line to Lodgehill road.

Worcester square, Boston Proper, between Massachusetts and Harrison avenues.

SPECIFIC REPAIRS.

Albany street, Roxbury, between Massachusetts avenue and Hampden street, reduction in width of existing sidewalks, removal of three existing traffic islands, and installation of five new traffic divisional islands.

Beacon street, Boston Proper, installation of traffic divisional island at the southwesterly corner of Charlesgate East.

Beacon street, Brighton, reduction in width of existing northwesterly sidewalk from Ayr road approximately 435 feet southwesterly.

Beacon street, Roxbury, reduction in width of existing sidewalk in northerly side from Commonwealth avenue approximately 100 feet easterly.

Boylston street, Boston Proper, increasing curb radius at northwesterly corner of Clarendon street.

Brookline avenue, Roxbury, installation of traffic divisional island at intersection of Beacon street.

Bunker Hill street, Charlestown, reduction in width of existing sidewalks at various locations and the installation of a traffic divisional island near intersection of Elm street.

Bussey street and South street, West Roxbury, installation of three traffic divisional islands.

Bussey street and Walter street, West Roxbury, installation of traffic divisional island.

Cemetery road, West Roxbury, between Forest Hills street and Morton street, consisting of reduction in width of the existing sidewalks.

Chelsea street, Charlestown, at the southwesterly, northwesterly, and southeasterly corners of Joiner street, increasing the curb radii.

City square, Charlestown, at the northeasterly corner of Park street, consisting of increasing the existing curb radius.

Commonwealth avenue, Boston Proper, reduction in width of existing sidewalk on the northerly side between Deerfield and Beacon street, and extension of existing divisional island into Beacon street.

Commonwealth avenue, Brighton, between Harvard avenue and Thorndike street, construction of two crossovers in the southerly divisional island.

Cummins Highway, Dorchester, between Harvard street and New York, New Haven & Hartford Railroad (Midland Division), installation of traffic divisional island and relocation of existing sidewalks at intersection of Greenfield road.

Dock square, Boston Proper, reduction in width of existing sidewalks, alteration and relocation of existing traffic divisional island, installation of additional traffic divisional islands.

Dorchester street, South Boston, between Dorchester avenue and East Broadway, reduction in width of existing sidewalks and the installation of traffic divisional islands.

Everett square, Brighton, at the approaches to the Everett Street Bridge, relocation of the existing curb lines.

Harrison avenue, Boston Proper, between Beach street and Kneeland street, reduction in width of westerly sidewalk.

Main street, Charlestown, at the southerly corner of Austin street, increasing the existing curb radius.

Massachusetts avenue, Roxbury, at the intersection of Theodore A. Glynn Way, installation of traffic divisional island.

Massachusetts avenue, Roxbury, at the intersection of Southampton street, reduction in width of existing sidewalk.

Massachusetts avenue, Roxbury, at both corners of Magazine street, consisting of increasing the curb radii.

Meridian street, East Boston, at the intersection of Marion street, installation of a traffic divisional island.

Mildred avenue, Dorchester, reduction in width of southeasterly sidewalk.

Morton street, West Roxbury, at the intersection of Forest Hills Circle, relocation of southerly curb.

North street, Boston Proper, reduction in width of southerly sidewalk, and installation of a new traffic divisional island at the intersection of Dock square.

Northampton street, Roxbury, from Albany street approximately 125 feet northwesterly, reduction in width of existing sidewalks.

Southampton street, Roxbury, at the intersection of Massachusetts avenue, reduction in width of existing sidewalks, and installation of two traffic divisional islands.

Southampton street, Roxbury, at the intersection of Theodore A. Glynn Way, the installation of a traffic divisional island.

Southampton street, Roxbury, between Massachusetts avenue and Albany street, reduction in width of existing sidewalks.

Summer street, South Boston, at the southeasterly corner of Melcher street, increasing the existing curb radius.

Theodore A. Glynn Way, Roxbury, at the intersection of Newmarket square, the installation of a traffic divisional island.

West Broadway, South Boston, at the northeasterly corner of Dorchester street, the reduction in width of the sidewalk at the southwesterly corner of Dorchester street.

GRADES REVISED.

Brook Farm road, West Roxbury, between La Grange and Lyall streets.

Cheryl Lane, Hyde Park, from Stonehill road approximately 375 feet westerly and northerly.

Cricket Lane, West Roxbury, southwesterly and southeasterly from Ledgewood road.

Stonehill road, Hyde Park, 292 feet northwesterly of Alwin street approximately 273 feet northwesterly.

DISCONTINUED.

Beech street, West Roxbury, at the southwesterly corner of Granville street.

Clyde street, East Boston, from Marginal street approximately 450 feet southwesterly.

HIGHWAY EASEMENT.

Westglow street, Dorchester, easterly end of Westglow street (for wall construction).

Terminal street, Charlestown, southeasterly side from Medford street, 350 feet northeasterly (for wall construction).

SEWER PROGRAM.

During the year 1955 the construction of 3.07 miles of sanitary sewer, 4.93 miles of storm sewer, 214 catch basins, and 50 drop inlets were ordered at a total estimated cost of \$1,012,970.

Estimated benefit to private property for the construction of the 3.07 miles of sanitary sewer amounted to \$171,613.22.

Sewerage works ordered were as follows:

STREET.	Sanitary Sewer, (Linear Feet.)	Surface Drain, (Linear Feet.)	Catch Basins.	Drop Inlets.	Estimated Cost.	Estimated Benefit.
Boston Proper						
Albany street.....			1	1	\$500 00	None
Back street.....	1,271	1,271			52,000 00	None
Beacon street.....			2	2	1,000 00	None
Boylston street.....			1	1	500 00	None
Columbus avenue.....			1		1,000 00	None
*Concord place (Alley 511).....			1		500 00	None
Congress street.....			1	1	500 00	None
Dock square.....			3	3	1,500 00	None
North street.....			2	2	1,000 00	None
Brighton						
*Anselm terrace.....	235	235			2,800 00	\$2,459 97
private land.....	185	185		†	2,200 00	
Beacon street.....			1	1	350 00	None
Duncklee street.....	170	125			2,500 00	None
Eatonia street.....			1	1	500 00	None
Everett street.....			1	1	350 00	None
*Guest street.....	1,880	710			19,500 00	\$10,500 00
West Sorrento street.....			2		1,000 00	None
Charlestown						
Bunker Hill street.....		300	12		6,300 00	None
Chelsea street.....			2	2	1,000 00	None
*Terminal street.....		226			2,798 00	None
*Terminal street.....		161			2,576 00	None
Terminal street.....		2,651	20		50,000 00	None
Dorchester						
*Corman road (easement only).....	—	—	—	—	—	—
*Corman road.....	230	230			3,420 00	\$1,380 00
*Constitution road.....	145	142			2,160 00	None
*Constitution road.....	165	169			5,650 00	\$870 00
*Crossman street.....	70	66			5,637 00	846 00
*Dania street.....		682			5,785 00	None
Harrow street.....			2		1,200 00	None
*Itasca street.....	310	317			4,200 00	1,860 00
Itasca street.....		500	1		5,000 00	None

* Easements taken

† Combine

STREET.	Sanitary Sewer. (Linear Feet.)	Surface Drain. (Linear Feet.)	Catch Basin.	Drop Inlet.	Estimated Cost.	Estimated Benefit.
Dorchester—Continued.						
*Jamestown terrace.....	145	142			\$2,200 00	\$870 00
*Linvale terrace Private land.....		250			5,125 00	None
Lorna road and Lena terrace.....	1,030	1,030			15,450 00	\$6,180 00
Manchester street.....	450	450			5,175 00	2,700 00
Maryknoll street.....			9		6,000 00	None
Maryknoll street.....			5		3,500 00	None
Mildred avenue.....			1	1	300 00	None
Mt. Vernon street.....		660			5,200 00	None
New England avenue (formerly Bernard street)			1		500 00	None
Old Colony avenue.....		100	1		1,000 00	None
*Prairie street.....	60				800 00	\$360 00
*Richrow street.....	230	230			3,800 00	1,380 00
*Sunset lane.....	238	244			3,000 00	1,428 00
Tanglewood road (for- merly Churchill place)		185	2		3,200 00	None
*Viking terrace.....	145	142			2,160 00	\$870 00
*Violet street.....	275	254	1		3,600 00	1,650 00
Westville terrace.....			1		500 00	None
Wichita terrace (formerly Johnson place).....			2		1,000 00	None
William T. Morrissey Boulevard.....	145				2,500 00	\$870 00
East Boston						
Marion court (formerly Eutaw place)			2		900 00	None
Hyde Park						
Ayles road.....			8		4,000 00	None
Barry street.....		1,140			20,500 00	None
Brush Hill terrace.....			4		1,700 00	None
Cheryl Lane.....			1		500 00	None
Child street.....		193			3,800 00	None
Eastmont road.....			3		1,500 00	None
Edwardson street.....			2		1,000 00	None
Ellard road (formerly Elliot street)			2		1,000 00	None

* Easements taken

STREET.	Sanitary Sewer. (Linear Feet.)	Surface Drain. (Linear Feet.)	Catch Basin.	Drop Inlet.	Estimated Cost.	Estimated Benefit.
Hyde Park—Continued.						
Frazer street.....			2		\$1,000 00	None
*Joan road.....	770	305	4		12,000 00	‡\$17,639 67
*Belnap road.....	325	60	2		50,200 00	
*Dodge road.....	500	430	4		8,600 00	
*Leighton road.....	1,170	675	7		18,500 00	
*Perry court.....	175	165	1		2,700 00	
Leighton road.....			7		3,500 00	None
Lewiston street.....			2		1,000 00	None
*Marston street and private land.....		1,100			51,000 00	None
*Providence street and private land.....		1,325			91,000 00	None
*Sherrin street.....	245	245			3,430 00	\$1,469 97
Stonehill terrace.....			1		800 00	None
*Stony Brook, Beaver street, and private land.....		560			346,000 00	None
Private land existing easement.....		3,289				
Austin street.....		204				
Private land.....		607				
Gordon avenue.....		291				
Bald Knob road.....		265				
*Summer street.....	554	791	4		12,200 00	\$2,299 65
West street.....			10	10	1,800 00	None
*Woodland road.....	205	205			5,480 00	\$1,230 00
*Woodland road.....	220				2,800 00	1,320 00
Roxbury						
Albany street.....			2	2	1,000 00	None
Island street.....	125				2,600 00	\$750 00
Langford park (formerly Louise park).....			1		500 00	None
Massachusetts avenue.....			1	1	200 00	None
Massachusetts avenue.....			1	1	500 00	None
Northampton street.....			2	2	1,000 00	None
Regent street.....	140				3,364 00	None
Southampton street.....			4	4	2,100 00	None
Southampton street.....			6	6	3,000 00	None
Southampton street.....			1	1	500 00	None
South Boston						
Summer street.....			1	1	500 00	None

* Easements taken

‡ Combine assessment of all five streets

STREET.	Sanitary Sewer (Linear Feet)	Surface Drain (Linear Feet)	Catch Basins	Drop Inlets	Estimated Cost	Estimated Benefit
West Roxbury						
* Ackley place		195	1		\$1,600 00	None
*Banks street	125	125			1,000 00	\$750 00
Brucewood road		25	4		2,250 00	None
Canterbury street		175			1,800 00	None
Canterbury street	700				8,000 00	None
Cemetery road			5	5	1,000 00	None
*Cemo road	220	220			3,000 00	\$1,320 00
*Cutter road	180	180			2,500 00	1,080 00
*David road	380	380	4		9,950 00	4,020 00
(Mossbank Footway)...	290	290				
DeStefano road	550	20			6,000 00	2,100 00
Driftwood road			2	1	900 00	None
Emmonsdale road			5		2,500 00	None
Forest Hills street	345				4,300 00	None
Granada park (formerly Byron court)			1		400 00	None
Hall street			1	1	350 00	None
*Hazelmere road	220	170	1		3,100 00	\$1,320 00
La Grange street	635				8,500 00	3,809 96
Laurie avenue			10		6,000 00	None
*Lillie Way	100	85			1,750 00	\$600 00
Mossdale road			8		3,900 00	None
Merriam street			4		2,000 00	None
*New Haven street		230			3,000 00	None
Pelton street	60				600 00	\$360 00
*Rocky Nook terrace	240	240	1		4,800 00	1,440 00
Sparrow street			5		2,500 00	None
Washington street	150	150			2,760 00	\$900 00
*Wedgemere road	80	50			1,400 00	480 00

* Easements taken

EMINENT DOMAIN LAND TAKINGS.

During the period of this report land takings were made for municipal purposes as follows:

Public Works Department.

1. The taking of approximately seventy and $87/100$ (70.87) acres of land near Gardner street, West Roxbury district, under an order of this commission and Mayor dated December 30, 1954, and recorded in the Registry of Deeds on January 27, 1955. This taking included approximately fifty-seven and $97/100$ (57.97) acres of land previously taken by the former Board of Street Commissioners on April 30, 1954, under chapter 80A of the General Laws from the Town of Brookline. The Public Improvement Commission abandoned this order on June 27, 1955.

2. The taking of approximately ninety-four thousand one hundred one (94,101) square feet of land in South Bay avenue, Roxbury district, under an order of this Commission and Mayor dated January 20, 1955, and recorded in the Registry of Deeds on February 1, 1955.

3. The taking of approximately four hundred seventy-five thousand four hundred sixty-one (475,461) square feet of land near Hallet street, Dorchester district, under an order of this commission and Mayor dated February 25, 1955, and recorded in the Registry of Deeds on March 8, 1955.

4. The taking of approximately thirty thousand seven hundred eleven (30,711) square feet of land in South Bay avenue, Roxbury district, under an order of this commission and Mayor dated November 4, 1955, and recorded in the Registry of Deeds on November 18, 1955.

Department of School Buildings.

1. The taking of approximately nine thousand twenty-seven (9,027) square feet of land in Mt. Vernon street, Dorchester district, under an order of this commission and Mayor dated April 28, 1955, and recorded in the Registry of Deeds on May 4, 1955.

2. The taking of approximately six thousand four hundred ninety-four (6,494) square feet of land near Auburn street and Oakburn avenue, Roxbury district, under an order of this commission and Mayor dated June 2, 1955, and recorded in the Registry of Deeds on June 8, 1955.

3. The taking of approximately seventy-six thousand six hundred seventy-three (76,673) square feet of land near Montmorenci and Faywood avenues and Tower street, East Boston district, under an order of this commission and Mayor dated June 10, 1955, and recorded in the Registry of Deeds on June 21, 1955.

4. The taking of approximately four thousand sixty (4,060) square feet of land situated on Montmorenci avenue, East Boston district, under an order of this commission and Mayor dated November 10, 1955, and recorded in the Registry of Deeds on November 15, 1955.

ASSESSMENTS.

During the year 1955 the Highway Division of the Public Works Department sent notice of completion of forty-six (46) streets at a total cost of \$589,807.93. Most of these streets were previously ordered constructed by the former Board of Street Commissioners. On this work the Public Improvement Commission voted assessments in the amount of \$220,984.52.

During the same period the Sewer Division of the Public Works Department reported the completion of construction of sanitary sewerage in forty-four (44) streets at a cost of \$198,114.28, on which this commission levied assessments in the amount of \$99,329.43.

The completion of new sidewalks in five (5) streets at a cost of \$52,802.56, authorized by the City Council, was also reported by the Highway Division. On these this commission levied assessments totaling \$24,878.80.

Street Assessments

STREET.	District.	Cost.	Assessment.
Abby road (formerly Waverly place)	Brighton	\$7,826 04	\$3,096 78
Allerton street.....	Roxbury	23,034 13	7,373 12
Alward road.....	West Roxbury	14,072 90	4,328 66
Andover road.....	West Roxbury	7,713 73	2,423 30
Ansonia road.....	West Roxbury	15,511 23	6,996 90
Ballin place.....	West Roxbury	5,130 27	1,834 68
Bateman Street extension.....	Hyde Park	10,973 23	3,855 25
Billings street.....	West Roxbury	20,847 80	7,694 82
Bowditch Road extension.....	West Roxbury	13,020 47	3,823 70
<i>Carried forward.....</i>			\$41,427 21

Street Assessments.—Concluded.

STREET.	District.	Cost.	Assessment.
<i>Brought forward</i>			\$41,427 21
Buchanan road.....	West Roxbury	\$42,944 29	11,719 61
Centre court.....	Dorchester	2,975 01	1,176 38
Cerina road (formerly Cedar avenue)	West Roxbury	8,587 76	3,812 48
Chestnut square.....	West Roxbury	13,132 78	4,908 75
Corey terrace.....	West Roxbury	8,397 97	3,938 64
Cricket Lane.....	West Roxbury	10,075 33	4,198 10
Cricket Lane.....	West Roxbury	27,465 59	11,821 20
Dana place.....	Roxbury	1,801 89	681 50
Deforest street.....	West Roxbury	33,964 70	14,530 68
Delford street.....	West Roxbury	5,819 09	1,638 00
Fernwood road.....	West Roxbury	5,745 19	2,299 56
Grassmere road.....	Hyde Park	19,276 10	7,979 75
Hallron street.....	Hyde Park	32,732 99	14,847 28
Hartford court.....	Dorchester	3,582 95	1,766 81
Hartlawn street.....	West Roxbury	17,187 97	7,235 44
Hemlock road.....	West Roxbury	23,090 56	10,204 17
Highfield road.....	West Roxbury	20,365 44	4,925 50
Lantern Lane.....	West Roxbury	7,525 38	3,601 38
Ledgesdale road.....	West Roxbury	9,614 19	3,098 14
Ledgewood road.....	West Roxbury	14,905 73	5,346 12
MacDonald street.....	Hyde Park	13,994 34	6,934 53
Mendell Way.....	West Roxbury	14,033 37	2,628 08
Merriam street.....	West Roxbury	8,224 09	3,939 70
Parklawn Road extension.....	West Roxbury	3,835 19	1,324 56
Pickering avenue.....	Roxbury	5,583 75	2,622 46
Peirson street.....	Roxbury	11,394 12	3,205 60
Pitsmoor road.....	West Roxbury	5,809 29	2,104 05
President road.....	West Roxbury	9,818 76	4,372 54
Public Alley No. 1001.....	Roxbury	2,169 61	1,647 60
Quarley road.....	West Roxbury	7,256 38	3,518 00
Quinn Way (formerly Garrett street)	West Roxbury	10,254 34	3,294 36
Ryder Hill road.....	Brighton	11,335 15	1,923 56
Searle road.....	West Roxbury	19,116 44	7,712 70
Sumner park.....	Dorchester	5,144 05	2,114 48
Wedgewood road.....	West Roxbury	8,266 36	2,074 67
Wyvern street.....	West Roxbury	22,173 78	8,216 55
Zeller street.....	West Roxbury	4,078 20	2,194 38
TOTALS		\$589,807 93	\$220,984 52

Sewer Assessments

STREET.	District.	Cost.	Assessment.
Atwill road and private land.....	West Roxbury	\$5,876 84	\$3,960 00
Banks street.....	West Roxbury	1,634 00	720 00
Bellevue Hill road.....	West Roxbury	2,948 49	1,000 00
Brownson terrace.....	West Roxbury	4,967 78	2,250 00
Brucewood street.....	West Roxbury	4,241 52	2,468 56
Cemo road.....	West Roxbury	2,187 00	990 00
Clarendon avenue.....	West Roxbury	1,862 00	550 00
Cutter road.....	West Roxbury	1,535 10	864 00
Daniel court.....	Hyde Park	1,717 00	1,188 65
Danny road.....	Hyde Park	1,257 60	400 00
Dell terrace.....	Hyde Park	2,061 00	1,230 00
Derry road (formerly Reddy avenue)	Hyde Park	6,607 00	3,870 00
DeStefano road and private land....	West Roxbury	4,859 00	2,100 00
Dietz road.....	Hyde Park	10,236 70	4,991 33
Dodge road.....	Hyde Park	4,000 00	1,500 00
Driftwood road.....	West Roxbury	3,600 00	2,058 00
Eastmont road.....	Hyde Park	5,200 00	2,850 00
Farwell avenue.....	Hyde Park	2,944 00	1,200 00
Federal road.....	West Roxbury	4,557 00	1,800 00
Furbush road.....	West Roxbury	617 40	600 00
Glenclyff road (formerly Glendower street).....	West Roxbury	3,501 00	3,000 00
Groveland street.....	Dorchester	9,154 50	4,760 00
Haekensack road and court.....	West Roxbury	4,218 00	1,740 00
Kristin court.....	Hyde Park	2,000 00	1,800 00
Leighton road.....	Hyde Park	11,000 00	6,625 00
Lillie Way.....	West Roxbury	858 50	600 00
Manchester street.....	Dorchester	5,088 01	2,700 00
Margo road.....	Brighton	5,760 00	3,480 00
Margo road.....	Brighton	5,400 50	3,000 00
Mossdale road.....	West Roxbury	13,970 00	9,702 00
Newfield street.....	West Roxbury	2,517 00	2,399 99
Richrow street.....	Dorchester	3,388 00	1,380 00
Rockwood street.....	West Roxbury	2,500 00	1,200 00
Savannah avenue.....	Dorchester	2,389 00	510 00
Senders court.....	Hyde Park	4,171 00	3,090 49
Sherman street.....	West Roxbury	3,557 43	900 00
<i>Carried forward.....</i>			\$79,944 02

Sewer Assessments.—Concluded.

STREET.	DISTRICT.	COST.	ASSESSMENT.
<i>Brought forward</i>			\$79,944 02
Sherrin street.....	Hyde Park	\$4,896 00	1,510 00
Silver street.....	South Boston	1,624 80	350 00
Summer street.....	Hyde Park	7,683 25	2,871 13
Susanna court.....	Hyde Park	2,128 80	1,426 38
Veterans of Foreign Wars Parkway..	West Roxbury	1,851 20	780 00
Washington street.....	West Roxbury	23,799 63	6,399 00
Wharton court.....	Hyde Park	1,848 20	1,426 38
Whitford street.....	West Roxbury	1,867 00	1,028 52
TOTALS		\$198,114 28	\$99,329 43

Sidewalk Assessments.

STREET.	DISTRICT.	COST.	ASSESSMENT.
Billings street.....	West Roxbury	\$5,175 50	\$2,783 20
Bonad road.....	West Roxbury	275 19	137 59
Gould street.....	West Roxbury	5,637 73	3,046 83
Hemman street.....	West Roxbury	25,353 85	10,739 49
Orient avenue.....	East Boston	16,360 29	8,171 69
TOTALS		\$52,802 56	\$24,878 80

LAND DAMAGES.

On new street construction 192 claims were filed for damage to property resulting from land takings or changes in grade. On these claims this commission awarded damages in the amount of \$43,914.49.

STREET NAME CHANGES.

Under the provisions of chapter 55, Acts of 1951, as amended by chapter 74, Acts of 1953, the Public Improvement Commission completed its program for the naming of private ways open to public travel in the City of Boston. Public hearings were held on 1,464 streets. Of these, the commission voted to assign new names to 192. On February 28, 1955, the following order was recorded in the Registry of Deeds:

STREET NAME CHANGES

CITY OF BOSTON,
IN PUBLIC IMPROVEMENT COMMISSION,
March 1, 1955.

An order of this commission, approved by his Honor the Mayor, assigning the names of private ways open to public travel in the City of Boston was recorded in the Registry of Deeds on February 28, 1955, in accordance with chapter 55, Acts of 1951, as amended by chapter 74, Acts of 1953.

The renaming of the following private ways were included in this order:

NEW NAME.

Abbotsford Terrace, Dorchester	St. Jude Terrace
Adams Avenue, Hyde Park	Maida Terrace
Adams Place, Charlestown	Bannock Place
Adams Place, Roxbury	Dade Street
Addington Road, West Roxbury	Maple Street (Extension)
Airport Street, East Boston	Aramon Street
Alpine Terrace, Roxbury	Circuit Terrace
Alta Crest, West Roxbury	Altacrest Road
Arch Place, Boston Proper	Archway Street
Arlington Terrace, Boston Proper	Pelham Terrace
Ashland Terrace, West Roxbury	Ashwood Terrace
Ashley Avenue, East Boston	Palermo Street
Auburn Avenue, Charlestown	Auburn Terrace
Austin Avenue, Dorchester	Stoughton Terrace
Ballou Place, Dorchester (from Norfolk Street to railroad)	Balina Place
Bancroft Street, Dorchester	Argyle Terrace
Barry Place, Hyde Park	Barry Street
Bartlett Terrace, Roxbury	Bonell Terrace
Batchelder Terrace, Roxbury	Centre Street Terrace (Extension)
Bellevue Terrace, Roxbury	Linwood Square
Bernard Street, Dorchester	New England Avenue
Berwick Street, Hyde Park	Vernon Street
Bicknell Avenue, Roxbury	Roxbury Terrace
Binney Place, Roxbury	Aaron Place
Bismarck Street South, Dorchester	Bismarck Street
Blanchard Street, Hyde Park	Imbaro Road
Bowdoin Square, Dorchester	Dakota Terrace
Brighton Street Avenue, Boston Proper	Auton Way
Brook Street, Dorchester	Sturtevant Street
Buffalo Street, Brighton	Guest Street
Bunker Hill Terrace, Charlestown	Tufts Terrace
C Street, Roxbury	Napa Street
Calder Place, West Roxbury	Candor Place
Camden Place, Boston Proper	Neville Place

NEW NAME.

Canton Street Court, Boston Proper	Canton Court
Canton Street Place, Boston Proper	Canton Place
Caspar Street, West Roxbury	Kiernan Road
Cemo Road, West Roxbury	Crockers Lane
Clapp Street, Roxbury	Toland Court
Clarendon Avenue, West Roxbury	Claron Street
Clarendon Court, West Roxbury	Delano Court
Columbia Avenue, Dorchester	Cottrell Street
Cottage Avenue, West Roxbury (from Howitt Road to Sparrow Street)	St. Theresa Avenue
Cottage Avenue, West Roxbury (from Sparrow Street to Maplewood Street)	Maplewood Street
Cottage Place, Roxbury	Medina Way
Cottage Street, East Boston	Neptune Terrace
Craft Street, Roxbury	Craftson Way
Cranston Road, West Roxbury	Courtney Road
Cross Street Avenue, Charlestown	Holston Street
Cross Street Court, Charlestown	Hilary Street
Cummington Street, Boston Proper	Babbitt Street
D Street, South Boston	Ramp Street
Damrell Avenue, Hyde Park	Danny Road
Davis Place, Roxbury (from No. 879 Albany Street)	Velmar Place
Davis Place, Roxbury (from No. 32 Webber Street)	Webber Place
Depot Square, West Roxbury	Woolsey Square
Depot Street, Brighton	Thor Terrace
Devens Street Place, Charlestown	Venden Place
Dexter Court, Dorchester	Sexton Court
Dexter Place, South Boston	Transit Street
Downer Street, Dorchester	Howe Terrace
Dromey Avenue, Dorchester	Dromey Street
Dunn Court, Dorchester	Dunn Street
Dunn's Park, Dorchester	Dunn Street
Eliot Avenue, Hyde Park	Ernest Avenue
Elm Place, Hyde Park	Business Terrace
Farragut Court, South Boston	Admiral Court
Fencourt, Roxbury	Fencourt Street
Fenton Place, Dorchester	Marlin Way
Florence Street East, West Roxbury	Florian Street
Forest Avenue, Hyde Park	Forestvale Road
Forest Street, Dorchester	Fellsway Street
Forest Street, Hyde Park	Meadowview Road
Fremont Place, Roxbury	Nathan Street
Fulton Street, Dorchester	Franklin Street
Furbush Court, Charlestown	Gurnet Court
Gerald Road, Hyde Park	Belnap Road
Glendower Street, West Roxbury	Glenclyff Road
Granger Place, Dorchester	Duncan Terrace

NEW NAME.

Grant Avenue, Brighton	Wilton Terrace
Grant Place, Brighton	Rotterdam Street
Greenmount Street Court, Dorchester	Greenmount Place
Greenwich Street, Roxbury	Greenwich Court
Groveland Street, Dorchester (from Manchester Street to Maryknoll Street)	Maryknoll Street
Groveland Street, Dorchester (from Maryknoll Street, northerly)	Maryknoll Terrace
Hamilton Alley, Boston Proper	Jenton Way
Hampstead Road, West Roxbury	Hampstead Lane
Harvard Place, Brighton	Argus Place
Hawthorne Avenue, Roxbury	Kenway Terrace
Hawthorne Street, Hyde Park	Millstone Road
Hayden Terrace, Roxbury	Archer Terrace
High Street, West Roxbury (from northeast of East to railroad)	Noone Street
High Street, West Roxbury (from Stony Brook to 375 feet south of No. 4648 Washington Street)	Highpoint Road
Highfield Street, Hyde Park	Edgecliff Street
Highland Park, Roxbury	Fort Avenue Terrace
Homer Street, East Boston	Wordsworth Terrace
Homestead Park, Roxbury	Ruthven Park
Humboldt Park, Roxbury	Bower Court
Hunneman Place, Roxbury	Lamar Place
Hutchins Avenue, Roxbury	Nira Avenue
James Avenue, South Boston	Jason Terrace
Jefferson Street, Hyde Park	Cromwell Road
Langdon Street, Roxbury	Napa Street
Laurel Road, Hyde Park	Camelia Road
Lawrence Avenue, Charlestown	Lawrence Terrace
Liberty Street, South Boston	Liberty Place
Linden Place, South Boston	Salerno Place
Linden Street, Hyde Park	Lawton Street
Liverpool Avenue, East Boston	Coppersmith Way
Longwood Terrace, Roxbury	Brookwood Terrace
Lubec Street, East Boston (from Prescott Street to Lovell Street)	Lovell Street
Lubec Street, East Boston (from Swift Street to M.T.A. location)	Swift Terrace
Lynde Avenue, Charlestown	Lynton Street
Madison Street, Hyde Park (from Hyde Park Avenue to beyond Bradlee Street)	Meacham Street
Mascoma Street, Dorchester	Intervale Terrace
McLellan Street, Boston Proper	Millburn Place
Mechanic Street North, Brighton	Craftsman Street
Merriam Place, Roxbury	Thornton Terrace
Milton Street, East Boston	Horace Street
Mission Street, Roxbury	Judge Street
Monument Lane, Charlestown	Boswell Lane

NEW NAME.

Moulton Avenue, Charlestown	Moulton Way
Mt. Ida Terrace, Dorchester	Elba Terrace
Mt. Vernon Avenue, Brighton	Rushmore Street
Myrtle Place, Dorchester	Magnolia Place
Neponset Street, Dorchester	Point Road
Newburn Place, Hyde Park	Navarre Place
Newburn Street, Hyde Park	Navarre Street
North Avenue, West Roxbury	Northdale Avenue
Oakdale Avenue, West Roxbury	Pinecliff Road
Oakland Avenue, Roxbury	Bard Avenue
Oakland Park, Brighton	Oakland Place
Oliver Place, Boston Proper	Ping On Street
Orleans Street, East Boston	Vienna Street
Parker Place, Roxbury (from Parker Hill Avenue)	Parker Hill Place
Parker Place, Roxbury (from Terrace Street to railroad)	Terrace Place
Percy Street, West Roxbury	St. Mark Street (Extension)
Plymouth Court, Roxbury	Treadwell Court
Plymouth Street, Dorchester	Dolphin Street
Prentiss Place, Roxbury	Kenesaw Terrace
Prospect Avenue, Charlestown	Prospect Terrace
Prospect Street, West Roxbury	Constance Road
Rena Street, Brighton	Western Place
Richrow Street, Dorchester	Caryll Street
Riverside Place, Dorchester	Riverbank Place
Roach's Court, Dorchester	Druce Court
Rockland Street, West Roxbury	Rockport Street
Ross Terrace, Dorchester	Savin Hill Terrace
Roughan Terrace, Charlestown	Kresson Terrace
Rowe Place, West Roxbury	Legion Place
Russ Terrace, Dorchester	Fox Point Road
St. Alphonsus Avenue, Roxbury	Utah Way
Sharp Street, Dorchester	Mather Court
Sinclair Place, Brighton	Sinclair Road
Smith Avenue, Boston Proper	Sabine Avenue
Sorrento Street, Brighton	West Sorrento Street
Spring Terrace, Roxbury	Bower Terrace
Stanley Street, Hyde Park	Stanbro Street
Stark Avenue, Hyde Park	Vallaro Road
Struzziery Terrace, West Roxbury	Lilac Terrace
Sumner Road, Dorchester	Sumner Square
Sunny Terrace, Roxbury	Dewey Terrace
Sunnyside Road, Hyde Park	Sunapee Road
Sunset Circle, Dorchester	Stanley Street
Tileston Square, Boston Proper	Teel Street
Trumbull Street, East Boston	Trident Street
Union Court, Charlestown	Ulene Court
Union Terrace, West Roxbury	Yale Terrace
Upland Street, West Roxbury	Ascent Street

NEW NAME.

Unnamed Way, Boston Proper (from No. 118 Oliver Street)	Boates Court
Upton Court, Brighton	Hague Street
Van Ness Place, Roxbury	Dunreath Terrace
Vaughan Street, Hyde Park	Chesterfield Street
Wait Place, Roxbury	Waymount Place
Wait Street, Roxbury	Waymount Street
Wales Place, Dorchester	Rockmount Street
Walker Avenue, Charlestown	Biscoe Place
Walnut Street Court, Dorchester	Walnut Court
Washburn Avenue, East Boston (from Walley Street to Belle Isle Inlet)	Walley Street
Washington Avenue, East Boston	Chelsea Terrace
Washington Street, Dorchester	Vulcan Street
Washington Heights Avenue, West Roxbury	Weymouth Avenue
Washington Avenue East, West Roxbury	Woodley Avenue
Wauppello Road, East Boston	Shawsheen Road
Way Place, Roxbury	Copeland Park
Welles Park, West Roxbury	Wellsmere Park
West Street, East Boston	Westbrook Street
Williams Court, Boston Proper	Pie Alley
Williams Street Terrace, Roxbury	Williams Square
Winslow Place, Roxbury	Ballinger Place
Winslow Street, West Roxbury	Sherbrook Street
Winthrop Place, Roxbury	Gary Street

GEORGE G. HYLAND, *Chairman,*
HERMAN CARP,
WM. ARTHUR REILLY,
Public Improvement Commission.

APPROVED:

February 25, 1955

J. B. HYNES,

Mayor of Boston.

A TRUE COPY

ATTEST:

MICHAEL J. CORRAO,
Secretary.

MISCELLANEOUS PERMITS.

During the period of this report 250 petitions from public utilities were approved for the placing and maintaining of poles for the support of wires.

Also ten petitions were approved for miscellaneous installations or uses of the public highways of the City of Boston as follows:

STREET.	Petitioner.	Nature of Petition.
Arch street, Boston Proper	Edith Foster	Underground vault.
Summer street, Boston Proper	Edith Foster	Underground vault.
Arch street, Boston Proper	Edith Foster	Emergency door exit.
Joslin street, Roxbury	New England Deaconess Hospital	Underground tunnel.
Reservation road, Hyde Park	Worcester Gas Light Company.	Underground gas main.
Autumn street, Roxbury	New England Deaconess Hospital.	Underground exhaust duct.
Pilgrim road, Roxbury	New England Deaconess Hospital.	Underground tunnel.
Collins street, Hyde Park	Worcester Gas Light Company.	Underground gas main.
Congress and Devonshire streets at Dock square, Boston Proper	Merchants National Bank of Boston	Structural footings.
Tremont street, Boston Proper	Merchants Co-operative Bank	Underground vault.

PRIVATE WAY OPEN TO PUBLIC TRAVEL.

In 1937, when the Legislature passed an effective subdivision law, the City of Boston was excluded. Boston's control over the laying out of new private ways had been originally established in 1906 and provided for approval by the Board of Street Commissioners of the proposed location, direction, width, and grade of all private ways thereafter open to public travel in the City of Boston.

In 1947, this law was amended to require approval also of the construction of any such private ways. However, neither the original law nor its amendments provided sufficient enforcement authority. Consequently, new developers for many years after filing satisfactory plans neglected to follow up with the construction of the streets in accordance with the lines and grades shown on the filed plans.

This practice often resulted in serious land damages when such private ways were laid out as public highways.

In an effort to correct this situation, this commission has adopted a policy of requiring developers to guarantee proper construction of their streets in accordance with minimum standards established by the City of Boston.

Since April of 1955, when this new policy was established, permits have been granted for the construction of the following private ways: David road, West Roxbury; Woodland road, Hyde Park; Corman road, Dorchester; and Violet street, Dorchester.

“BOSTON’S STREETS” PUBLICATION.

In accordance with two City Council orders dated May 4, 1954, and June 28, 1955, a new edition of “*Boston’s Streets*” was published on April 30, 1955.

GEORGE G. HYLAND, *Chairman.*

HERMAN CARP, *Vice Chairman.*

WM. ARTHUR REILLY, *Member.*

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