

MOTORIZATION OF FIRE DEPARTMENT.

Mayor Curley received the following communication from Fire Commissioner Glynn relative to the motorization of the Fire Department upon the 20th instant:

HON. JAMES M. CURLEY,
Mayor of Boston:

DEAR SIR,—I respectfully submit the following report as to the horse-drawn apparatus in active service in this department up to September 15, 1922:

- Engine Company 9, Paris street, East Boston.
- Engine Company 27, Elm street, Charlestown.
- Engine Company 29, Chestnut Hill avenue, Brighton.
- Engine Company 32, Bunker Hill street, Charlestown.
- Engine Company 34, Western avenue, Brighton.
- Engine Company 40, Sumner street, East Boston.

Total of six engine companies.

- Ladder Company 2, Paris street, East Boston.
- Ladder Company 3, Harrison avenue, South End.
- Ladder Company 9, Main street, Charlestown.
- Ladder Company 19, Fourth street, South Boston.
- Ladder Company 23, Washington street, Dorchester.
- Ladder Company 24, North Grove street.
- Ladder Company 27, Walnut street, Dorchester.

Total of seven ladder companies.

To complete the motorization of the Boston Fire Department twenty-four pieces of motor-driven apparatus will be required, and in view of this fact I believe that provisions should be made at an early date for the purchase of

- 10 Type 75, 750-gallon motor combination pump and hose cars.
- 7 Type 75, motor combination chemical and hose cars.
- 2 Type 17, 75-foot aerial trucks.
- 5 Type 16, city service ladder trucks.

The above-mentioned motor apparatus would only partially provide for the necessary reserve which is needed to replace apparatus out of service for causes incidental to fire service, such as accidents and necessary repairs. A large part of our present apparatus is of the American LaFrance make which has been approved as to engineering standards as apparatus most suitable to our needs and requirements. In the pur-

chase of more of this apparatus we are standardizing our equipment and simplifying our entire operation by having one man or a thousand men capable of manipulating any piece of apparatus going to, returning from or at a fire. In addition to this we are reducing the maintenance cost by eliminating a tremendous overhead due to carrying in stock of many parts which a complete standardization will make unnecessary.

A 75-foot aerial truck ordered under contract dated November 23, 1921, at a cost of \$15,156, and delivered May 19, 1922, was paid for out of this year's appropriation for motor apparatus, thus limiting us in the amount of apparatus that could be purchased this year.

The approximate cost of the motor apparatus outlined above is as follows:

10 combination pump and hose cars at \$11,572 each.....	\$115,720
7 combination chemical and hose cars at \$8,290 each.....	58,080
2 75-foot aerial trucks at \$15,156 each	30,312
5 city service ladder trucks at \$9,400 each	47,000
Total cost (approximate).....	\$251,062

The fire-fighting force of the department is divided into the following companies:

- 53 engine companies (including three marine companies).
- 30 ladder truck companies.
- 3 tower companies.
- 2 chemical companies.
- 1 rescue company.
- 2 emergency squads. The squads perform night and day service in connection with the emergency wrecking wagon.

I realize the tremendous cost to complete the motorization of this department, but feel that conditions warrant quick action in this respect. If the financial condition of the city will not permit the purchase of the apparatus required at the present time I would appreciate action that would result in the installation of any part of the above quantity.

Yours very truly,

THEODORE A. GLYNN,
Fire Commissioner.