ANNUAL REPORT

OF THE

FIRE DEPARTMENT

OF THE

CITY OF BOSTON

JANUARY 31, 1912

CITY OF BOSTON
PRINTING DEPARTMENT
1912

ANNUAL REPORT

OF THE

FIRE DEPARTMENT

OF THE

CITY OF BOSTON

JANUARY 31, 1912

CITY OF BOSTON
PRINTING DEPARTMENT
1912

ANNUAL REPORT

OF THE

FIRE DEPARTMENT

FOR THE YEAR 1911–12.

BOSTON, February 1, 1912.

HON. JOHN F. FITZGERALD,
Mayor of the City of Boston:

SIR,— In accordance with section 24 of the Revised Ordinances, 1898, City of Boston, I have the honor to submit herewith the report of this department for the twelve months, February 1, 1911, to February 1, 1912. I would call to your attention the reports and tables of the Chief of Department, the Superintendents of the Repair Shop and Fire Alarm Branch and the Veterinary Surgeon, herewith attached, which give in detail the figures and workings of the department for the past year.

The total expenditures for the year were, under the regular appropriation, $1,612,395.31; under special appropriations, $144,742.53.

Mr. Charles D. Daly was Fire Commissioner up to January 26, 1912. He was succeeded on that date by John H. Dunn as Temporary Fire Commissioner.

Very respectfully,

JOHN H. DUNN,
Temporary Fire Commissioner.

REPORT OF THE CHIEF OF THE DEPARTMENT.

FROM THE CHIEF OF DEPARTMENT, BOSTON, February 1, 1912.
TO THE TEMPORARY FIRE COMMISSIONER:

The following is the report of the Fire Department for the year ending January 31, 1912.

During the year the department has responded to 4,433 alarms. The fire loss was $2,232,267.

ADDITIONS AND CHANGES.

A third fireboat was put in service and a wharf and pier built for same, with a fire station for the crew at 521 Commercial street.

A gasolene combination chemical and hose wagon was purchased and put in service with Engine Company 11 as a hose tender. This was for the better protection of the Orient Heights section.

Nine hose wagons were equipped with turret nozzles, making a total of twenty now in service.

A new horse-drawn steam fire engine was purchased and put in service as Engine 12.

A new fireproof building for the repair division has been completed and occupied.

Land has been procured in Oak square, Brighton, and plans and specifications prepared for a fire station on the site.

Permission was obtained from the War Department and plans and specifications prepared for a new berth for Fireboat Engine 44 and station for crew at Northern Avenue Bridge to replace present quarters at Central Wharf, which are inadequate, and for which this department is paying a yearly rental of $4,000.

The department headquarters has been equipped with a high pressure window sprinkler system which, in view of the always existing danger of the surroundings, should to some extent lessen the probability of fire from the outside destroying this building in which is located the fire alarm central station.

January 1, 1912, the town of Hyde Park was annexed to Boston and the fire department of that town absorbed, pursuant to chapter 469 of the Acts of 1911.

The property and apparatus acquired consisted of a fire station in Hyde Park Centre in which was located one Seagrave ladder truck, fully equipped; one reserve ladder truck, fully equipped; two hose wagons with 3,400 feet of single jacket hose; one chemical engine with two 50-gallon tanks and 300 feet of $\frac{3}{4}$-inch rubber hose, one exercising wagon, six horses, with harnesses, blankets, etc.; a fire station in Readville in which was located a hose wagon with 1,950 feet of single jacket hose, two horses, harnesses, blankets, etc.

One captain, one lieutenant, six permanent men and thirty call men were taken on by this department.

Changes in the boundary lines of fire districts 10, 12 and 14 were effected and a new district known as district 15 was established. This district consists of the former town of Hyde Park and the Mattapan section of Dorchester.

BUILDINGS.

There are 69 buildings for all purposes in charge of this department.

The care of this property is conducted in a systematic manner, and the cleanliness of the interiors show the evidence of this work.

The everyday wear and tear on the floors requires the constant attention of the men in the carpenters' squad, while the men employed to look out for the plumbing and painting have plenty of work on hand.

The fact remains that a great many of the houses are not modern, a few are very dilapidated, and at least one is in an unsanitary condition and hardly fit for occupancy.

In the near future some of the houses must be remodeled, and in any event changes must be made in the bathing facilities and inside and outside repairs, including painting, done.

APPARATUS AND EQUIPMENT.

The apparatus and equipment, including hose, has had the usual annual inspection and test and was found in condition for good service.

This department must soon meet the established fact that motor-driven apparatus of certain types will

be more economical and can perform the work more efficiently in certain localities than can horse-drawn.

FIRE ALARM BRANCH.

By the rearrangement and addition of equipment in the fire alarm operating room higher efficiency is now obtained. The operating force has been increased in order to give the best service under all conditions.

A number of new boxes have been established and several schoolhouse boxes relocated on the outside of the buildings to make them accessible to the public, hence more facility for giving alarms. A large amount of underground cable has been installed to replace overhead wires.

The same hazard of losing the headquarters building by fire from the outside still exists, though probably to a lesser extent. For further details of this branch, see report of the superintendent, hereto attached.

REPAIR SHOP BRANCH.

The new building has been completed and occupied, order has been restored and this most important division is now running smoothly.

It is a four-story structure with a one-story addition for the engine room and blacksmith shop. Total cost, $105,893.84. The construction is fireproof. The foundations and floors are reinforced concrete, the roof is terra cotta and concrete, all steel is protected by a covering of concrete and partitions are terra cotta. The window sashes are metal, glazed with wired glass. All doors are metal.

For outside protection there has been installed a high service sprinkler system. There is also an automatic sprinkler system in the paint shop. On the main or apparatus floor pits have been built, thus making it easier to repair and inspect certain parts of the apparatus, which otherwise would be difficult of access.

Among the many conveniences are an electric elevator capable of moving the heaviest apparatus to any floor in the building, and a high pressure hydrant for testing purposes situated on the apparatus floor.

The enlarged blacksmith shop fills a long felt want, much time and labor being saved by having the work nearer the forges.

The following table shows repairs completed on apparatus and parts of apparatus for the year, the number of jobs done by the carpenters, painters, plumbers and steamfitters in the various houses in the department, and cost of same, also cost of stock furnished the different companies, the members of which completed their own repairs.

WORK DONE BY REPAIR SHOP.

	Number of Jobs.	Labor and Material.
Repairs in shop	2,181	$26,913 00
Carpenters, painters, plumbers and steamfitters	624	17,210 00
Paint, lumber, etc., furnished, work done in quarters by members of the various companies.		2,813 00
Total for year		$46,936 00

This includes the complete repainting of the interiors of the following fire stations: Engines 1, 26–35, 27, 36, 41; Ladders 12, 18; Chemical 2, and also the painting of Fireboats 44 and 47.

In addition to the regular repair service the following apparatus has been rebuilt during the year: Ladders 21 and 22, and the boilers of Fireboat Engine 44.

VETERINARY HOSPITAL.

This branch is in first-class order and equipped with the most modern appliances for the treatment of horses.

HIGH PRESSURE SERVICE.

Chapter 312 of the Acts of 1911 provides for the installation of a high pressure fire system under the direction of the Commissioner of Public Works of the City of Boston and further provides that the City Council may appropriate the sum of $1,000,000 for the purpose of defraying expenses incurred under the provisions of this act.

The sum of $150,000 was made available in July of last year, and an independent engineering force was at once organized by the Commissioner of Public Works. Work has been vigorously prosecuted on surveys, plans, specifications and general studies of the work.

When the location of the pumping station has been definitely settled it will be possible to proceed in a very short time with actual construction.

BUILDING INSPECTION.

A systematic method of building inspection with due regard to business interests in the examination of premises where conditions of a fire menace exist, is an important feature of the daily routine. It is believed that the results will justify the means to the end that a reduction in fire losses will ensue and that danger to life and limb will be minimized.

If property owners and occupants of their buildings where the fire risk is ever in attendance gave sufficient attention to the correction of defects in their structures, to the elimination of dangers caused by the collection of rubbish and litter of all kinds and to the prevention, so far as possible, of the careless use of matches and the handling and storage of combustibles, the fire menace would be reduced to a marked degree.

Danger from fire is ever lurking in quarters where such conditions are in evidence. A conflagration generally has its beginning in buildings of fire breeding and fire feeding construction, where in its incipiency it gathers force and spreads to other structures contiguous to it.

Frequent inspections are made of premises where volatile inflammables and products of petroleum are stored, by district chiefs and the inspector of inflammables and explosives.

FIRE HAZARD AND PREVENTION.

The same fire hazard exists, especially in the suburbs, and remedial legislation tending towards improving building conditions is necessary to meet the situation.

MUTUAL AID.

The extension of the tapper service to the adjoining cities and towns is slowly but surely bringing about the inevitable fire department unit in the metropolitan district.

RECOMMENDATIONS.

It is not to be expected that everything mentioned under this head can be done at once, nor perhaps in the near future, but the items noted constitute what

is necessary in my opinion, as to new stations, apparatus and men for the better protection of the city.

FIRE STATIONS.

A site should be secured and a house built in the Readville section to replace the present quarters of Hose 49, which are not adapted for the service.

A new house on the site of Chemical Company 3, Winthrop street, Charlestown, or the building remodeled for an engine company.

A new station to replace the quarters of Engine Company 8 or the house remodeled. These quarters are in a dilapidated condition.

A new station on the same site to replace present quarters of Engine Company 26–35 or the house remodeled. These quarters are not adapted to the number of men now housed there, the sleeping quarters being insufficient, unsanitary and unhealthy.

Any new arrangement in these quarters should include offices for the Chief of Department. Those at present are inadequate for the business of the chief of a fire department as large as that of Boston.

Entire new plumbing in the quarters of Ladder 24.

Arrangements should be made, if possible, to obtain more room in the present building in which are the quarters of Engine Company 4, Chemical Company 1 and Water Tower Company 1. At present no smoking or recreation room worthy of the name is in these quarters.

If it is possible to dispose of the present site of Engine Company 17 and Ladder Company 7 to advantage it should be done and a more modern house built in the immediate vicinity for these companies. The alternative is to build a new station or remodel the present one on the same site.

In the event of a change in the location of the South Boston Municipal Court the building should be secured for quarters for Ladder Company 5.

A heating plant should be installed in the quarters of Chemical Company 8, at present heated by a stove, with no heat in bathroom.

As far each year as the appropriation will permit the bathtubs in the houses should be replaced with shower rooms. I cannot emphasize too strongly the necessity of this recommendation.

I hardly need call your attention to the necessity of providing separate rooms for all officers. There are a few stations where the officers are sleeping in the dormitory or in the captain's office.

The exterior woodwork of the majority of the houses needs painting and also the outside brick or stone work should be repointed where necessary.

APPARATUS.

Engines.

A gasolene combination pumping engine and hose wagon, to have pump capacity of at least 700 gallons per minute, be purchased for the Readville section.

A horse or tractor drawn steam fire engine, with a pump capacity of at least 1,000 gallons per minute, for a new Winthrop street, Charlestown, house.

A gasolene combination pumping engine, chemical and hose wagon, to have a pump capacity of at least 700 gallons per minute, for service in the new station at Oak square, Brighton. In my opinion horse-drawn apparatus will have difficulty negotiating the hills in this vicinity.

Chemical and Hose Combination Wagons.

A gasolene combination chemical and hose wagon for service in the quarters of Ladder Company 23, Grove Hall section.

A gasolene combination chemical and hose wagon to be stationed in the quarters of Engine Company 37, to replace the present horse-drawn hose wagon. This is for the better protection of the Parker Hill section.

A gasolene combination chemical and hose wagon for service in the quarters of Chemical 11, Lauriat avenue section, to replace the present horse-drawn apparatus. This was the original intention and the house was so constructed.

A gasolene combination chemical and hose wagon for service in the Hyde Park section, to replace the present horse-drawn Chemical 14.

The horse-drawn hose wagons in certain of the suburban stations should be replaced by motor-driven combination chemical and hose wagons, to precede the engine on all first alarms and to act as tenders on extra alarms or covering.

The horse-drawn chemicals at present located in the

houses of Chemical Companies 2, 4, 7, 9 and 10, to be replaced by gasolene combination chemical and hose wagons.

This is in the interest of economy and in addition the latter are capable of carrying 1,000 feet of 2½-inch hose which would greatly increase their usefulness.

The district chiefs should be furnished with motor-driven runabouts. If not feasible at this time to supply all I strongly recommend the purchase of cars as soon as possible for those in charge of the outlying districts.

It would be of great advantage to this department and a measure of economy to have a motor-driven wagon attached to the fire alarm branch and one to the repair division.

Ladder Trucks.

A motor-driven combination ladder truck to be stationed in the quarters of Chemical 11, Lauriat avenue section.

A motor-driven combination ladder truck to be stationed in the quarters of Engine Company 42, Egleston square section, and horse-drawn Chemical 5 dispensed with. The placing of combination Chemical 13 in service in Forest Hills has lessened the need of Chemical 5, and truck service is needed in this vicinity.

A motor combination ladder truck to be stationed in the quarters of Engine Company 41, Allston, dispensing with horse-drawn Chemical 6. As a truck must be secured for this vicinity it would save the cost of building a new house to combine both as recommended.

A 75-foot aerial truck, motor-driven, if possible, should be purchased for service in the quarters of Ladder Company 12, to replace the present box truck. Increasing the height of buildings in this vicinity, and the Plant shoe factory, with nearly 5,000 employees, calls for this recommendation.

Men.

The following men would be required to properly operate the recommended apparatus.

Readville Station.— This company should consist of a lieutenant and six men, as two men are at present on Hose 49, which, of course, would be abandoned. This would require the appointment of but five men. The services of the call men attached to this company could be dispensed with, so that it would finally amount to very little extra cost to the city.

Oak Square Station.— The company should consist of a lieutenant and seven men.

Grove Hall Station.— The combination chemical recommended for these quarters would require a lieutenant and five men.

The motor-driven ladder truck in the quarters of Chemical 11 would require a lieutenant and seven men.

The motor-driven ladder truck in the quarters of Engine 42, Egleston square section, would require but four men, as Chemical Company 5 would be disbanded and the men transferred to truck.

The motor-driven ladder truck in quarters of Engine Company 41 would require but five men, as Chemical Company 6 would be disbanded and the men transferred to truck.

The new engine company recommended for Winthrop street, Charlestown, would require but six men, as Chemical Company 3 would be disbanded and the men transferred to engine company.

I would recommend that a few additional men be appointed on Ladder Company 28 in Hyde Park section, and the call service in the whole section be discontinued. This could be done with very little additional expense to the city.

In addition to the above a few men could be used to advantage in the suburban districts which are growing rapidly and require eternal vigilance to prevent serious fires; however, the substitution of motor-driven for horse-drawn apparatus will make a good many men available for real fire duty who are now engaged in holding horses.

While at first glance these recommendations appear voluminous and expensive they are really in the nature of a great saving both to the city and in fire losses.

Celerity is the first requisite of a fire department and this, to-day, is missing to the degree needed, especially in the outlying districts, where during the heavy going of the winter season, which is generally the most prolific in fires, even with the extra horses the much needed minutes are not saved and as a matter of fact the apparatus is sometimes fortunate to arrive at all.

Motor-driven apparatus overcomes this and more. It dispels the feeling that always exists after a few long runs with horse-drawn apparatus, namely, that the horses must be replaced with fresh ones if the apparatus is to again leave the station.

It is not to be assumed that this type of apparatus should be universally adapted for all sections of the city.

There always remain those well known fire hazards that the powerful streams of the heaviest artillery of the Fire Department must cope with to be successful.

PROMOTION.

The method of promotion only after competitive examination was established during the year under the following civil service rules:

Civil Service Regulations, 66.

(*a.*) Promotions in the Fire Department of the City of Boston shall be made only after open competitive examination, and by successive grades so far as practicable; such examinations to be open to all members of the grade from which the promotion is to be made who possess the qualifications as to time and nature of service fixed by the commission.

(*b.*) Competitive promotion examinations will be held from time to time, as often as may be necessary, to meet or to anticipate the needs of the higher grades; and due notice will be given by the commission as to the dates of such examinations and the qualifications required of candidates.

(*c.*) Persons qualified and who desire to take such promotion examinations shall file notice thereof with the commission at such times as it will fix.

(*d.*) Candidates for such promotion examinations will be marked on the following subjects: (1) Seniority or length of service; (2) Efficiency and record in the department; (3) Physical condition; (4) Knowledge of duties and of the law, and such other subjects as the commission may prescribe.

(*e.*) As the result of such competitive promotion examinations the commission will establish promotion lists; and whenever a promotion is to be made it will certify, upon requisition of the appointing officer, the names of the two persons standing highest on the promotion list; and one of such persons so certified shall be entitled to promotion, unless the appointing officer shall, upon written charges filed with the commission, satisfy it that an additional name should be certified.

(*f.*) No recommendation for the promotion of any member of the department shall be considered by the appointing officer unless it be made by the official or officials under whose immediate supervision such member has served; and such recommendation by any other person, if made with the knowledge and consent of the member serving, shall be sufficient cause for debarring him from the promotion proposed.

(*g.*) No person shall remain eligible for promotion for more than two years upon any promotion list unless the commission shall by vote continue the eligibility beyond such period.

(*h.*) If the candidates for promotion to any position shall be less than three (3) in number, the commission may assent to the promotion of a candidate nominated by the appointing officer, after the passing by said candidate of a suitable noncompetitive examination.

(*i.*) The weights for the various subjects in competitive promotion examinations shall be as follows:

Seniority or length of service	5
Efficiency or record in the department	8
Knowledge of duties and of law and other prescribed subjects	6
Physical condition	1
	20

NOTE.— The New York City weights (*see* Civil Service Rule 15, Sect. 6) are:

Seniority	20
Conduct and efficiency	40
Written papers	40
	100

(*j.*) Credit on the subject of seniority shall be given only for the length of service in the grade in which the candidate is serving (as shown by the records) at the time of the promotion examination, and for which he seeks promotion, and shall be as follows:

The minimum mark shall be 50 per cent.

Three per cent shall be added for each full year of the first ten years of service.

One per cent shall be added for each full subsequent year.

NOTE.— The above is substantially the Chicago rule (*see* Civil Service Rule 7, Sect. 7). In New York (Civil Service Rule 15, Sect. 6) the maximum term of service in a position of grade to be considered in the rating for seniority is 15 years.

(*k.*) Credit on the subject of efficiency and record in the department will be based on two factors:

(1.) The candidate's qualifications of judgment, coolness, courage, executive ability, capacity for command of men, etc., the candidate's mark on examination to be based on the judgment of the Fire Commissioner filed in writing with the commission.

(2.) The candidate's record as shown on the official files of the Fire Department, including both merits and demerits.

Text books used in examinations:

1. General and special orders referring to administration and fire service.
2. Annual reports concerning personnel and organization.
3. Department regulations.
4. Buildings, boxes, hydrants, apparatus routes, etc., of their district.
5. Equipment of apparatus.
6. Fire methods.

Additional for senior officers:

Ordinances and statutes relative to the Fire Department.

Publications, such as the "Crosby-Fiske Handbook of Fire Protection" and the "National Board of Fire Underwriters' Reports."

Possible cases of large fires within their districts and how they shall be handled.

To the officers and men of the department I express my appreciation of the spirit and manner of their work, and thank them for their efforts to sustain the good name of our department with our fellow citizens.

The other departments which were called on to cooperate with us have shown the same hearty response, for which I am grateful.

JOHN A. MULLEN.

THE DEPARTMENT ORGANIZATION.

Temporary Commissioner, JOHN H. DUNN.
Chief Clerk, BENJAMIN F. UNDERHILL.
Chief of Department, JOHN A. MULLEN.
Superintendent of Fire Alarms, GEORGE L. FICKETT.
Assistant Superintendent of Fire Alarms and Chief Operator, RICHARD DONAHUE.
Superintendent of Repair Shop and Supervisor of Engines, EUGENE M. BYINGTON.
Veterinary Surgeon, DANIEL P. KEOGH.
Medical Examiner, RUFUS W. SPRAGUE.

STRENGTH AND PAY.

HEADQUARTERS.

	Per annum
1 Commissioner	$5,000
1 Chief clerk	2,500
1 Medical examiner	1,300
1 Bookkeeper	1,650
2 Clerks	1,400
1 Clerk	1,200
1 Clerk	800
1 Assistant engineer (messenger) *	1,200
1 Private (explosives detail) *	1,200
10	

FIRE–FIGHTING FORCE.

1 Chief of department	$4,000
1 Deputy chief	3,000
1 Junior deputy chief	2,500
14 District chiefs	2,000
56 Captains	1,600
91 Lieutenants	1,400
1 Lieutenant, aide to commissioner	1,400
1 Lieutenant, aide to chief	1,400
3 Engineers	1,400
45 Engineers	1,300
44 Assistant engineers	1,200
2 Assistant engineers	1,100

* Detailed from fire force.

		Per annum
652	Privates:	
478		$1,200
37		1,100
70		1,000
55		900
12		720
		Per day
1	Chief's driver	$2 50
1	Chief's driver	2 00
914		

Call Men.

		Per annum
30	Temporary call men in the Hyde Park district	$100

REPAIR SHOP.

		Per annum
1	Superintendent	$2,500
1	Captain, assistant superintendent *	1,600
1	Lieutenant, foreman of hose and harness shop *	1,400
1	Engineer *	1,300
1	Assistant engineer *	1,200
1	Master carpenter *	1,300
1	Master painter *	1,300
1	Engineer (master plumber) *	1,300
6	Privates *	1,200

Employees.

1	Clerk	$1,100
1	Clerk	900
		Per day
1	Engineer	$3 25
2	Firemen	2 50
2	Plumbers	4 40
1	Steamfitter	4 00
1	Painter	3 75
3	Painters	3 50
1	Painter	3 16
2	Wheelwrights	3 25
4	Machinists	3 25
3	Blacksmiths	3 50
1	Blacksmith	3 25
5	Blacksmith's helpers	2 50
3	Carpenters	3 50
2	Hose and harness repairers	3 25
1	Hose and harness repairer	2 25
1	Vulcanizer	2 50

* Detailed from fire force.

		Per day
3	Laborers	$2 25
1	Temporary teamster	2 25
1	Temporary fireman	2 50
54		

FIRE ALARM BRANCH.

		Per annum
1	Superintendent	$2,500
1	Assistant superintendent	2,300
5	Privates, assistant operators *	1,200
		Per day
1	Chief's driver *	$2 00

Employees.

		Per annum
1	Clerk	$850
4	Operators	1,600
3	Assistant operators	1,200
1	Foreman of construction	2,000
		Per day
1	Machinist	$4 00
21	Telegraphers and linemen (average)	3 13
1	Hostler	2 50
40		

VETERINARY HOSPITAL.

		Per annum
1	Veterinary surgeon	$2,000
1	Captain, assistant to veterinary surgeon *	1,600

Employees.

		Per day
3	Hostlers (average)	$2 25
1	Horseshoer	3 00
1	Temporary horseshoer	3 00
7		
1,055		

CHIEF OF DEPARTMENT.

JOHN A. MULLEN.

Headquarters, Engine House 26–35, Mason Street.

The Chief is in charge of the fire protection for the whole city, which is subdivided into two divisions, each in charge of a deputy chief.

* Detailed from fire force.

DIVISION 1.

Deputy Chief, JOHN GRADY.

Headquarters, Engine House 25, Fort Hill Square.

This division comprises Districts 1, 2, 3, 4, 5, 6 and 13 (Marine District).

District 1.

District Chief, JOHN W. GODBOLD.

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

All that portion of the city (excluding any part of the Marine District) which is included within the district known as East Boston.

Apparatus Located in the District.— Engines 5, 9, 11, 40, Ladders 2, 21, Chemical 7.

District 2.

District Chief, CHARLES H. W. POPE.

Headquarters, Ladder House 9, Main Street, Charlestown.

All that portion of the city (excluding any part of the Marine District) which is included within the district known as Charlestown.

Apparatus Located in the District.— Engines 27, 32, 36, Ladders 9, 22, Chemicals 3, 9.

District 3.

District Chief, JOHN O. TABER.

Headquarters, Ladder House 18, Pittsburgh Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of State and Devonshire streets, thence easterly through State street to the water front, thence southeasterly across the harbor to the extension of C street, South Boston, thence southerly through C street to Cypher street, thence northwesterly through Cypher street to B street, thence southwesterly through B street to West First street, thence westerly through West First street to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue

to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

Apparatus Located in the District.— Engines 25, 38, 39, Ladders 8, 14, 18, Water Tower 3.

District 4.

District Chief, HENRY A. FOX.

Headquarters, Engine House 4, Bulfinch Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of State and Devonshire streets, thence southerly through Devonshire street to Water street, thence westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence northerly along said Cambridge boundary line to its intersection with the tracks of the Eastern division of the Boston & Maine Railroad, thence northeasterly to the Warren Avenue Drawbridge, thence easterly to the Charlestown Drawbridge, thence northeasterly and then southerly around the water front to the extension of State street, thence through State street to the point of beginning.

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

District 5.

District Chief, DANIEL F. SENNOTT.

Headquarters, Engine House 26–35, Mason Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Devonshire and Water streets, thence running westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence southerly along said boundary line to the

extension of Otter street, thence through Otter street to Beacon street, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence southeasterly through Pleasant street and Broadway extension to Fort Point channel, thence northerly through Fort Point channel to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

Apparatus Located in the District.— Engines 7, 10, 26, 35, Ladder 17, Chemical 2.

District 6.

District Chief, EDWIN A. PERKINS.

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

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Atlantic Avenue Bridge and Fort Point channel, thence southerly through Atlantic Avenue Bridge to West First street, thence through West First street to B street, thence northerly through B street to Cypher street, thence through Cypher street to C street, thence northerly through C street to the water front, thence by the water front southeasterly, then westerly to the extension of Columbia road, thence through Columbia road to Mt. Vernon street, thence through Mt. Vernon street to Willow court, thence through Willow court to Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (inclusive), thence northerly along said tracks (inclusive) to the South bay, thence northerly to Fort Point channel, thence through Fort Point channel to the point of beginning.

Apparatus Located in the District.— Engines 1, 2, 15, 43, Ladders 5, 19, 20, Chemical 8.

District 13. (*Marine District.*)

District Chief, ROBERT A. RITCHIE.

Headquarters, Fireboat Engine 47, house adjoining South Ferry, East Boston.

All that navigable portion of Boston Harbor and the rivers or waters emptying therein which is included within the city limits, with all the floats, vessels, ships, scows and boats of every description afloat thereon; all wharves, docks and piers (exclusive of the buildings on said wharves, docks and piers) extending into said navigable waters.

The following islands, with the buildings erected thereon, situated in Boston Harbor:

Governors, Apple, Deer, Lovells, Gallops, Georges, Long, Rainsford, Spectacle, Thompsons and Castle.

Apparatus Located in the District.— Engines 31, 44, 47 (fireboats).

DIVISION 2.

Deputy Chief, PETER F. MCDONOUGH.

Headquarters, Ladder House 4, Dudley Street.

This division comprises Districts 7, 8, 9, 10, 11, 12, 14 and 15.

District 7.

District Chief, JOHN T. BYRON.

Headquarters, Engine House 22, Warren Avenue.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Beacon and Otter streets, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence easterly through Pleasant street and Broadway extension to Fort Point channel, thence southerly through Fort Point channel to the Roxbury canal, thence southerly through the

Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to the Cambridge boundary line, thence northeasterly along said boundary line to a point opposite the extension of Otter street, thence through Otter street to the point of beginning.

Apparatus Located in the District.— Engines 3, 22, 33, Ladders 3, 13, 15, Chemical 4, Water Tower 2.

District 8.

District Chief, STEPHEN J. RYDER.

Headquarters, Ladder House 12, Tremont Street.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of Massachusetts avenue and the Cambridge boundary line, thence through Massachusetts avenue to Washington street, thence southerly through Washington street to Atherton street, thence westerly through Atherton and Mozart streets to Chestnut avenue, thence southerly through Chestnut avenue to Sheridan street, thence through Sheridan street to Centre street, thence through Centre street to Perkins street, thence through Perkins street to South Huntington avenue, thence northerly through South Huntington avenue to Castleton street, thence through Castleton street across Jamaicaway to the Brookline line, thence northerly and westerly along the Brookline boundary line to the Cottage Farm Bridge (inclusive), thence northerly through Essex street to the Cambridge boundary line, thence easterly by said Cambridge boundary line to the point of beginning.

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

District 9.

District Chief, MICHAEL J. KENNEDY.

Headquarters, Engine House 12, Dudley Street.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of the extension of Columbia road and the Old Harbor, thence running westerly through Columbia road to Mt. Vernon street, thence through Mt. Vernon street to Willow court, thence through Willow court to

Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (exclusive), thence northerly along said tracks (exclusive) to the South bay, thence westerly along said South bay to the Roxbury canal, thence southerly through the Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to Washington street, thence southerly through Washington street to Columbus avenue, thence easterly through Columbus avenue to Seaver street, thence through Seaver street to Blue Hill avenue, thence northerly through Blue Hill avenue to Geneva avenue, thence through Geneva avenue to Columbia road, thence northeasterly through Columbia road to Stoughton street, thence easterly through Stoughton street to Pleasant street, thence through Pleasant street to Savin Hill avenue, thence easterly and northerly through Savin Hill avenue to Evandale terrace, thence through Evandale terrace to the water front, thence northerly along the water front to the point of beginning.

Apparatus Located in the District.— Engines 12, 21, 23, 24, Ladder 4, Chemical 10.

District 10.

District Chief, JOHN W. MURPHY.

Headquarters, Engine House 18, Harvard Street, Dorchester.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of the extension of Evandale terrace and Dorchester bay, thence through Evandale terrace to Savin Hill avenue, thence northerly and westerly through Savin Hill avenue to Pleasant street, thence northerly through Pleasant and Stoughton streets to Columbia road, thence southerly through Columbia road to Geneva avenue, thence westerly through Geneva avenue to Blue Hill avenue, thence southerly through Blue Hill avenue to Canterbury street, thence through Canterbury street to Morton street, thence southerly through Morton street to Blue Hill avenue, thence northerly through Blue Hill avenue to Lauriat avenue, thence through Lauriat avenue to Norfolk street, thence through Norfolk street to Centre street, thence through Centre street to Adams street, thence northerly through Adams street to Mill street, thence through

Mill street to Preston street, thence through Preston street to Freeport street, thence southerly through Freeport street to Dorchester bay, thence northerly along the water front to the point of beginning.

Apparatus Located in the District.— Engines 17, 18, Ladders 7, 23, Chemical 11.

District 11.

District Chief, JOHN E. MADISON.

Headquarters, Engine House 41, Harvard Avenue, Brighton.

All that portion of the city (excluding any part of the Marine District) included within the district known as Brighton which is west of the Cottage Farm Bridge and Essex street.

Apparatus Located in the District.— Engines 29, 34, 41, Ladder 11, Chemical 6.

District 12.

District Chief, MICHAEL J. MULLIGAN.

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

All that portion of the city known as West Roxbury and Jamaica Plain within a line beginning at the intersection of the extension of Castleton street and the Brookline boundary line, thence through Castleton street to South Huntington avenue, thence southerly through South Huntington avenue to Perkins street, thence easterly through Perkins street to Centre street, thence easterly through Centre street to Sheridan street, thence through Sheridan street to Chestnut avenue, thence northeasterly through Chestnut avenue to Mozart street, thence through Mozart street to Atherton street, thence through Atherton street to Columbus avenue, thence easterly through Columbus avenue to Seaver street, thence through Seaver street to Blue Hill avenue, thence southerly through Blue Hill avenue to Canterbury street, thence through Canterbury street to Morton street, thence southerly through Morton street to Harvard street, thence southerly through Harvard street to Ashland street, thence westerly through Ashland street to the New York, New Haven & Hartford Railroad tracks (exclusive), thence southerly along the New York, New Haven &

Hartford Railroad tracks to the Hyde Park boundary line, thence southwesterly along the Hyde Park boundary line to the Dedham boundary line, thence northwesterly along the Dedham boundary line to the Newton boundary line, thence northeasterly by the Newton boundary line to the Brookline boundary line, thence southeasterly and then northerly along said Brookline boundary line to the point of beginning.

Apparatus Located in the District.— Engines 28, 30, 42, 45, Ladders 10, 16, 25, Chemicals 5, 13.

District 14.

District Chief, MAURICE HEFFERNAN.

Headquarters, Engine House 46, Peabody Square, Dorchester.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of Dorchester bay and Freeport street (Commercial Point), thence northerly through Freeport street to Preston street, thence through Preston street to Mill street, thence through Mill street to Adams street, thence southerly through Adams street to Centre street, thence through Centre street to Norfolk street, thence through Norfolk street to Lauriat avenue, thence through Lauriat avenue to Blue Hill avenue, thence southerly through Blue Hill avenue to Morton street, thence northwesterly through Morton street to Harvard street, thence southerly through Harvard street to Oakland street, thence through Oakland street to Rexford street, thence through Rexford street to Blue Hill avenue, thence northerly through Blue Hill avenue to Fremont street, thence through Fremont street to the Neponset river, thence along the Neponset river and Dorchester bay northwesterly to the point of beginning.

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

District 15.

Acting District Chief, CAPT. JOHN H. WETHERBEE.

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

All that portion of the city within a line beginning at the intersection of the extension of Fremont street

and the Milton boundary line, thence through Fremont street to Blue Hill avenue, thence southerly through Blue Hill avenue to Rexford street, thence through Rexford street to Oakland street, thence westerly through Oakland street to Ashland street, thence through Ashland street to the New York, New Haven & Hartford Railroad tracks (inclusive), thence southerly along the New York, New Haven & Hartford Railroad tracks (inclusive) to the boundary line of Hyde Park, thence along the Hyde Park boundary line to the Dedham boundary line, thence southeasterly along the Dedham boundary line to the Milton boundary line, thence along the Milton boundary line to the point of beginning.

Apparatus Located in the District.— Engines 19, 48, Ladder 28, Chemical 14, Hose 49.

NOTE.—Wherever a street, channel or bridge is used the center line of each will be the line used.

FIRE STATIONS.

LOCATION AND VALUATION.

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Dorchester and Fourth streets	8,167	$25,800	Engine 1 and Ladder 5.
Corner of O and Fourth streets	4,000	16,200	Engine 2.
Bristol street and Harrison avenue	4,000	30,000	Engine 3 and Ladder 3.
Bulfinch street	6,098	96,000	Engine 4, Chemical 1 and Tower 1.
Marion street, East Boston	1,647	9,000	Engine 5.
Leverett street	2,269	40,000	Engine 6.
East street	1,893	37,300	Engine 7.
Salem street	2,568	26,500	Engine 8.
Paris street, East Boston	4,720	33,300	Engine 9 and Ladder 2.
River street	1,886	20,500	Engine 10.
Saratoga and Byron sts., East Boston,	10,000	40,000	Engine 11 and Ladder 21.
Dudley street	7,320	25,000	Engine 12.
Cabot street	4,832	16,000	Engine 13.
Centre street	5,713	14,600	Engine 14.
Dorchester avenue	2,803	18,600	Engine 15.
Corner River and Temple streets	12,736	19,200	Engine 16 and Ladder 6.
Meeting House Hill, Dorchester	9,450	17,300	Engine 17 and Ladder 7.
Harvard street, Dorchester	9,440	18,800	Engine 18.
Norfolk street, Dorchester	7,683	14,200	Engine 19.
Walnut street, Dorchester	9,000	17,300	Engine 20 and Ladder 27.
Columbia road, Dorchester	10,341	17,100	Engine 21.
Warren avenue	7,500	62,500	Engine 22 and Ladder 13.
Northampton street	3,445	11,200	Engine 23.
Corner Warren and Quincy streets	4,186	18,100	Engine 24.
Fort Hill square	4,175	100,600	Engine 25, Ladder 8 and Ladder 14.
Mason street	5,623	175,000	Engines 26 and 35.
Elm street, Charlestown	2,600	18,000	Engine 27.
Centre street, Jamaica Plain	10,377	28,300	Engine 28 and Ladder 10.
Chestnut Hill avenue, Brighton	14,358	37,200	Engine 29 and Ladder 11.
Centre street, West Roxbury	12,251	25,000	Engine 30 and Ladder 25.
521 Commercial street, on land of Public Works Department.	.....	*	Engine 31, fireboat.

* Building cost $18,000.

Fire Stations.— *Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Bunker Hill street, Charlestown	8,188	$26,200	Engine 32.
Corner Boylston and Hereford streets,	5,646	98,000	Engine 33 and Ladder 15.
Western avenue, Brighton	4,637	17,800	Engine 34.
Monument street, Charlestown	5,668	21,000	Engine 36 and Ladder 22.
Corner Longwood and Brookline aves.,	5,231	14,300	Engine 37 and Ladder 26.
Congress street	4,000	38,000	Engines 38 and 39.
Sumner street, East Boston	4,010	18,000	Engine 40.
Harvard avenue, near Cambridge street, Brighton.	6,112	25,500	Engine 41 and Chemical 6.
Washington street, at Egleston square,	3,848	22,900	Engine 42 and Chemical 5.
Andrew square	5,133	19,600	Engine 43 and Ladder 20.
Central Wharf, on leased property	.....	.....	Engine 44, fireboat.
Washington street, corner Poplar street, Roslindale.	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont	4,875	22,900	Engine 46.
Adjoining South Ferry, East Boston	11,950	31,600	Engine 47, fireboat.
Harvard avenue and Winthrop street, Hyde Park.	9,450	36,000	Engine 48, Ladder 28 and Chemical 14.
Church street	3,412	23,600	Chemical Engine 2.
Winthrop street	5,230	15,400	Chemical 3.
Shawmut avenue	889	4,300	Chemical Engine 4.
Saratoga street, East Boston	9,300	40,600	Chemical Engine 7.
B street	1,800	7,800	Chemical Engine 8.
Eustis street	1,790	8,000	Chemical Engine 10.
Corner Callender and Lyons streets	7,200	13,200	Chemical 11.
Corner Walk Hill and Wenham streets,	11,253	17,600	Chemical 13.
Friend street	1,676	37,200	Ladder 1.
Dudley street	3,923	26,000	Ladder 4.
Main street, Charlestown	4,290	16,400	Ladder 9 and Chemical 9.
Tremont street	4,311	25,600	Ladder 12 and Chemical 12.
Harrison avenue	2,134	23,500	Ladder 17.
Pittsburgh street, South Boston	8,964	35,400	Ladder 18 and Tower 3.
Fourth street	3,101	10,700	Ladder 19.
Washington street, Dorchester	6,875	21,400	Ladder 23.
North Grove street	3,918	19,800	Ladder 24.
Sprague and Milton streets, Hyde Park District, on land owned by the New York, New Haven & Hartford Railroad.	.....	*	Hose 49.

* Building of little value and belongs to city.

OTHER BUILDINGS.

	Assessed Valuation.
Fuel house, Dorchester street, 1,610 feet of land,	$3,100
Fuel house, Salem street, 417 feet of land	4,400
Fuel house, Main street, Charlestown, 2,430 feet of land	6,500
Headquarters Building, corner of Albany and Bristol streets, 23,679 feet of land	113,000
Water Tower No. 2 and wrecking wagon are in Headquarters Building.	
Veterinary Hospital, Atkinson street, 64,442 feet of land	75,000
Fuel house, Washington, near Dover street, 1,007 feet of land	10,500

APPARATUS.

Steam Engines.— 45 in service, 6 in reserve.
Ladder Trucks.— 28 in service, 10 in reserve.
Chemical Engines.— 14 in service, 5 in reserve.
Water Towers.— 3 in service.
Fireboats.— 3 in service.
Hose Wagons.— 45 in service, 5 in reserve.
Chief's Wagons.— 16 in service, 5 in reserve.
Motor Cars.— 5 in service.
Motor Combination Wagons.— 2 in service.
Miscellaneous.— 39 fuel wagons, 6 repair wagons, 2 supply wagons, 3 manure wagons, 1 caravan, 39 hose pungs, 2 jobbing pungs, 4 fire alarm pungs.