ANNUAL REPORT

OF THE

FIRE DEPARTMENT
AND WIRE DIVISION

OF THE

CITY OF BOSTON

FOR THE

YEAR ENDING DECEMBER 31, 1926

CITY OF BOSTON
PRINTING DEPARTMENT
1927

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OFFICIALS OF THE DEPARTMENT.

EUGENE C. HULTMAN,
Fire Commissioner.

HERBERT J. HICKEY,
Executive Secretary of the Department.

DANIEL F. SENNOTT,
Chief of Department.

GEORGE L. FICKETT,
Superintendent of Fire Alarm Division.

EDWARD E. WILLIAMSON,
Superintendent of Maintenance Division.

PETER E. WALSH,
Superintendent of Fire Prevention Division.

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

[DOCUMENT 13 — 1927.]

ANNUAL REPORT

OF THE

FIRE DEPARTMENT

FOR THE YEAR 1926.

BOSTON, July 15, 1927.

HON. MALCOLM E. NICHOLS,

Mayor of the City of Boston:

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

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

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

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

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

Six gasolene pumping engines.

Four city service ladder trucks.

Three combination hose and chemical cars.

Two aerial ladder trucks.

Five four-wheel tractors.

Extensive alterations and repairs were made on the following buildings:

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

Minor repairs and renewals were made on the following buildings:

Engines 43, 45, 51 and 52.

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

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

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

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

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

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

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

The Bureau of Supplies and Repairs and the High Pressure Steam and Marine Engineering Service were consolidated into the Maintenance Division and placed under the charge of a superintendent of maintenance.

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

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

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

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

RECOMMENDATIONS.

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

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

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

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

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

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

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

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

Respectfully submitted,

E. C. HULTMAN,
Fire Commissioner.

REPORT OF THE CHIEF OF DEPARTMENT.

BOSTON, December 31, 1926.

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

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

FIRE LOSS.

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

ADDITIONS AND CHANGES.

Apparatus.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

August 26, 1926, an American-LaFrance Type 14 city service truck was placed in service with Ladder Company 25. Weight, fully equipped without men, 11,500 pounds, seventy-two horse power. This replaced a Christie tractor city service truck which was placed in reserve.

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

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

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

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

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

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

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

Miscellaneous Automobiles.

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

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

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

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

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

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

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

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

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

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

BUILDINGS.

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

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

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

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

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

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

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

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

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

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

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

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

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

The following work is incomplete at this date:

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

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

TOOLS AND APPLIANCES.

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

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

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

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

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

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

APPARATUS AND EQUIPMENT.

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

MUTUAL AID.

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

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

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

DRILL SCHOOL.

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

FIRE COLLEGE.

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

COMPANY DRILLS.

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

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

FIRE PREVENTION WEEK.

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

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

HYDRANTS.

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

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

HIGH PRESSURE SYSTEM.

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

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

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

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

Summer street, Atlantic avenue to Dorchester avenue.

Dorchester avenue, Summer to Congress streets.

Congress street, Estes place to Dorchester avenue.

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

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

NEW COMPANIES ESTABLISHED.

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

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

RECOMMENDATIONS.

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

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

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

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

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

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

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

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

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

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

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

New Buildings.

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

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

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

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

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

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

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

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

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

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

Remodeling, Fireproofing, Etc.

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

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

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

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

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

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

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

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

CONCLUSION.

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

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

Respectfully,

DANIEL F. SENNOTT,
Chief of Department.

REPORT OF THE FIRE ALARM DIVISION.

BOSTON, December 31, 1926.

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

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

OPERATING RECORDS.

First alarms	3,706
Second alarms	54
Third alarms	16
Fourth alarms	1
Total	3,777

BOX ALARMS RECEIVED BUT NOT TRANSMITTED.

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

STILL ALARMS RECEIVED AND TRANSMITTED.

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

Still alarms received by telephone for which box alarms were later transmitted	287

AUTOMATIC AND A. D. T. ALARMS.

Boston Automatic Fire Alarm Company:	
Transmitted by company to department stations	140
Department box alarms transmitted in connection with same:	
Before automatic alarm	7
After automatic alarms	8
American District Telegraph Company:	
Received at Fire Alarm office	37
Department box alarms transmitted in connection with same:	
Before A. D. T. alarm was received	6
After A. D. T. alarm was received	2
Received after still alarm was transmitted	3
A. D. T. alarms transmitted to department	28

SUMMARY OF ALARMS.

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

FIRE ALARM BOX RECORDS.

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

(NOTE: All keyless doors are tested weekly.)

EXTERIOR WORK DONE.

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

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

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

UNDERGROUND CABLES INSTALLED.

East Boston.

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

City Proper.

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

South Boston.

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

Roxbury.

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

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

Dorchester.

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

Jamaica Plain and West Roxbury.

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

Brighton.

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

BOX POSTS INSTALLED WITH DUCT LENGTHS.

East Boston.

	Feet.
White and Eutaw streets	6

City Proper.

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

South Boston.

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

	Feet.
West Second and D streets	4
Baxter and D streets	114
West Sixth and E streets	274
East Eighth and Old Harbor streets	12
East Eighth and G streets	26
East Eighth and H streets	16
East Eighth and K streets	12
East Ninth and Mercer streets	181
Marine road and I street	15
Marine road and L street	31
East Broadway and P street	19
Dorchester.	
East Cottage and Batchelder streets	103
Savin Hill avenue and Saxton street	14
Freeport and Beach streets	96
Washington and Codman streets	16
Washington street at No. 1051	24
Morton and Sanford streets	23
Morton and Oakridge streets	36
Morton and Harvard streets	6
Callender and Lyford streets	11
Jones avenue and Mascot street	33
Roxbury.	
Norfolk avenue and Magazine street	20
West Roxbury.	
Washington street at Granfield avenue	64
Washington street at Denton terrace	13
Beech and Eastbourne streets	27

BOX POST REMOVED FROM SERVICE.

Clinton street opposite Blackstone street.

BOX POSTS REPLACED BY NEW.

(*Broken by Vehicles.*)

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

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

BOX POSTS RESET.

(*Out of Plumb or Loose in Ground.*)

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

POSTS RELOCATED.

(*Change of Curb Line.*)

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

NEW TEST POSTS.

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

NEW CONDUIT.

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

NEW MANHOLES AND HANDHOLES.

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

DUCTS REPLACED.

Warren avenue, near bridge (Box 481)	22

DUCTS ABANDONED.

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

NEW POLE CONNECTIONS.

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

PUBLIC FIRE ALARM BOXES INSTALLED.

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

* Installed by Telephone Company for this department.

SCHOOLHOUSE BOXES INSTALLED.

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

PRIVATE FIRE ALARM BOXES INSTALLED.

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

FIRE ALARM BOXES RELOCATED.

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

FIRE ALARM BOXES REMOVED FROM SERVICE.

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

FIRE ALARM BOXES IN SERVICE.

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

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

DEPARTMENT BOXES.

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

SCHOOLHOUSE BOXES.

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

BOSTON AUTOMATIC FIRE ALARM BOXES.

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

PRIVATE BOXES.

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

FIRE ALARM BOXES IN DISTRICTS.

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

CLASSIFICATION OF FIRE ALARM BOXES.

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

POSTS AND CABLE TERMINAL BOXES.

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

CIRCUITS.

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

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

FIRE ALARM APPARATUS.

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

SUMMARY OF WORK DONE.

	Feet.
Line wire used in new work and replacements	61,270
Line wire removed from service	17,240
Aerial cable installed	2,865
Conductors in same	5,730
Aerial cable removed from service	19,774
Conductors in same	165,986
Underground cable installed in telephone ducts	26,972
Conductors in same	304,073
Underground cable installed in department ducts	4,838
Conductors in same	47,502
Total underground cable installed	31,810
Conductors in same	351,575
Underground cable replaced (due to defects)	4,677
Conductors in same	103.015
Conduits laid by Fire Department	3,658
Ducts abandoned	458
Manholes built	2
Handholes built	2
Fire alarm boxes installed by this department	28
Fire alarm boxes installed by Schoolhouse Department	6
Fire alarm boxes installed on private property	7
Fire alarm boxes removed from service	10
Fire alarm boxes relocated	2
Box posts installed	31
Box posts relocated	3
Box posts reset or replaced by new	14
Box posts removed	1
Cable posts installed	5
Underground cable boxes attached to poles	9
Underground cable boxes removed from service	5

Respectfully,

GEORGE L. FICKETT,
Superintendent of Fire Alarm.

REPORT OF THE MAINTENANCE DIVISION.

BOSTON, December 31, 1926.

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

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

Extensive repairs and alterations to various quarters as follows:

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

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

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

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

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

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

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

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

Lungmotor installed on Rescue 1.

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

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

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

Air compressor installed at Wareham Street Garage.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

One Putnam automatic power engine sold at auction.

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

38 rugs.	157 chairs.
75 dozen sheets.	4 bedsteads.
100 dozen slips.	5 tables.
8½ dozen spreads.	1 desk.
16½ dozen roller towels.	1 chiffonier.
7½ dozen hand towels.	36 square yards linoleum.

FURNITURE REPAIRED.

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

MOTORLESS VEHICLE ACTIVITIES.

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

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

Sleds and pungs for salting hydrants furnished to several companies.

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

MOTOR ACTIVITIES.

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

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

CARS TURNED IN.

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

APPARATUS PAINTED BY SHOP MECHANICS.

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

MOTOR VEHICLES PAINTED BY OUTSIDE CONCERNS.

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

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

23 Total.

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

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

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

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

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

Ladder Trucks.— Ladders 14 and 30.

Buick Cars.— Districts 8, 12, 14, 15.

Ford Truck.— Wire Division No. 418.

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

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

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

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

Engine 19 pump, new Seagrave motor installed.

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

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

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

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

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

CHRISTIE TRACTOR DRAWN STEAM FIRE ENGINES.

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

CHRISTIE TRACTOR DRAWN CITY SERVICE LADDER TRUCKS.

215–T	218–T
216–T	222–T

Velie hose car, serial No. 309.

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

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

One thousand five hundred and forty-six complete inspections of motor vehicles made by the Engineer of Motor Apparatus, James W. Ryan.

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

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

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

MOTOR PUMP SCHOOL.

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

During this period eight classes were held.

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

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

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

CHAUFFEUR SCHOOL.

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

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

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

HOSE.

Purchased.	Feet.
Leading cotton hose	17,800
¾-inch chemical hose	1,000
1-inch deck hose	290
Total	19,090

Condemned.	Feet.
Leading cotton hose	10,800
3-inch flexible suctions	195
3½-inch deluge hose	87½
¾-inch chemical hose	1,150
1-inch deck hose	100
Total	12,332½

In Use.	Feet.
Leading cotton hose	141,571
3-inch flexible suctions	790
3½-inch deluge hose	613
4-inch hard rubber suctions,	1,050
¾-inch chemical hose	20,250
1-inch deck hose	100
Total	165,174

In Storage.	Feet.
Leading cotton hose	13,350
3-inch flexible suctions	33
4-inch hard rubber suctions,	189
¾-inch chemical hose	1,100
1-inch deck hose	100
Total	14,772

HOSE REAPIRED.

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

CLOTHING.

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

HIGH PRESSURE STATION NO. 1.

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

Pump No. 1 at this station repaired by manufacturers.

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

Venturi meters at this station inspected and repaired by manufacturers.

HIGH PRESSURE STATION NO. 2.

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

Venturi meters at this station inspected and repaired by manufacturers.

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

STEAM AND MARINE ENGINEERING SERVICE.

Engine 31 Fireboat.

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

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

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

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

Emergency acetylene cutting outfit installed on boat.

H. and H. inhalator installed on boat.

New compass installed and adjusted.

Engine 44 Fireboat.

New rope fender for boat made by an outside concern.

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

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

Emergency acetylene cutting outfit installed on boat.

New searchlight installed on boat by Fire Alarm Branch.

Engine 47 Fireboat.

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

Wharf at quarters repaired by an outside concern.

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

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

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

New searchlight installed on boat by Fire Alarm Branch.

Emergency cutting acetylene outfit installed on boat.

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

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

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

Our Department Garage at 618 Harrison avenue used principally for the storage of reserve chief officers' cars, truck and cars of the Fire Alarm Branch, Wire Division and Maintenance Division, is taxed to the limit for space at the present time. This building was unused for some few years previous to 1919, at which time it was renovated by this department for use as a garage and classroom for the Fire College.

Respectfully submitted,

EDWARD E. WILLIAMSON,
Superintendent of Maintenance.

REPORT OF MEDICAL EXAMINER.

BOSTON, December 31, 1926.

FROM: MEDICAL EXAMINER.
TO: THE FIRE COMMISSIONER.
SUBJECT: ANNUAL REPORT FROM JANUARY 1, 1926.

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

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

EXAMINATIONS.

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

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

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

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

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

DEATHS.

Francis H. Campbell, died February 15, 1926.
George H. Hutchings, died May 14, 1926.
Joseph H. Kenney, died June 7, 1926.
Michael J. Travers, died July 1, 1926.
John M. Devine, died July 2, 1926.
John E. Lorway, died September 19, 1926.

Respectfully submitted,

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