

ANNUAL REPORT  
OF THE  
FIRE DEPARTMENT  
AND WIRE DIVISION  
OF THE  
CITY OF BOSTON  
FOR THE  
YEAR ENDING DECEMBER 31, 1927



CITY OF BOSTON  
PRINTING DEPARTMENT  
1928

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OFFICIALS OF THE DEPARTMENT.

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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.*

WALTER J. BURKE,  
*Superintendent of Wire Division.*

EDWARD E. WILLIAMSON,  
*Superintendent of Maintenance Division.*

PETER F. WALSH,  
*Superintendent of Fire Prevention Division.*

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

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ANNUAL REPORT  
OF THE  
**FIRE DEPARTMENT**  
FOR THE YEAR 1927.

Boston, January 1, 1928.

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

DEAR SIR,— I have the honor to submit herewith the following report of the activities of the Boston Fire Department for the year ending December 31, 1927, as required by section 24, chapter 4 of the Revised Ordinances of 1925.

**FIRE LOSS.**

The total fire loss for 1927 in the City of Boston as estimated by the insurance companies amounted to \$3,694,641, which was \$1,505,324, or approximately 29 per cent less than the loss for 1926 and \$1,712,429, or approximately 32 per cent less than the loss for 1925. There has also been a reduction in the number of alarms in 1927, when the department responded to a total of 7,332 alarms of fire, which is 538 or 6 per cent less than in 1926. This reduction in the fire loss in Boston is more noticeable because of the fact that the loss in the entire United States was reduced only about 10 per cent in 1927, as announced by the Annual Convention of the National Fire Protection Association. The foregoing figures show that the fire loss in Boston was reduced three times that of the average of the whole country.



The following table shows a comparison in the fire loss between Boston and certain other large cities in the country.

ANNUAL FIRE LOSSES.

	1926.	1927.	Percentage Increase or Decrease Indicated by + or -.
Boston.....	\$5,199,965	\$3,691,641	-29%
Philadelphia.....	5,572,000	4,230,000	-24%
New York.....	21,671,000	19,800,000	-9%
Chicago.....	14,894,000	13,630,000	-8%
Cleveland.....	2,297,000	2,330,000	+1%
St. Louis.....	2,474,000	2,582,000	+4%
Detroit.....	3,519,000	5,715,000	+62%

It should be noted that Philadelphia received the prize awarded by the U. S. Chamber of Commerce for the city which showed the greatest decrease in fire loss during the year. Boston was not entered in this contest, but decreased its fire loss 5 per cent more than the first prize winner.

In so far as the Fire Department is concerned this reduction in losses can be attributed to two important factors, namely, the increased efficiency and co-ordination of the fire fighting force and the reorganization of the Fire Prevention Division.

During the past year and one half constant study and consideration has been given to improved methods of fire fighting in the department. New appliances have been introduced and many other changes have been made to increase the efficiency of both men and apparatus.

## FIRE PREVENTION.

Greater efforts have been directed towards fire prevention than ever before. In accordance with several conferences, which were held with your Honor in 1926, it was decided that some action should be taken by the City of Boston with a view to reducing the fire loss in our city. For many years the city has been criticised for having one of the highest per capita fire losses in the country. According to the published tables of the National Fire Protection Association the per capita fire loss for the City of Boston in 1926 was \$6.59 as compared with \$3.07 for Baltimore, \$3.09 for St. Louis,

\$3.37 for Pittsburgh and \$2.73 for Detroit. The total loss for the City of Boston in 1925 was \$5,407,070.

With your Honor's approval arrangements were made to reorganize the Fire Prevention Division and place it under the direction of an official who had a thorough knowledge of the subject. It was finally decided to recall from the retired list former Chief of Department, Peter E. Walsh. Chief Walsh took charge of the Fire Prevention Division in October, 1926, and introduced new systems of inspection in order that certain fire hazards throughout the city might be removed. During the past year all classes of buildings in the city were inspected by the members permanently and temporarily assigned to the inspection force of the division. The total number of inspections made by the inspectors of the Fire Prevention Division were 211,926. There were 940 orders sent to owners and occupants to correct fire menaces. In the balance of the cases, where conditions were found which required attention, a verbal request from the inspector was all that was necessary. Two thousand seven hundred and thirty oil burners were inspected and 546 defects remedied. There were 26 convictions for failure to comply with orders of the Fire Commissioner to remedy hazardous conditions. Outside of the Fire Prevention Division 44,925 inspections were made by the district officers of the department, making a total of 256,851 inspections by the department for the year as compared with 125,060 for 1926. The number of inspections for 1927 was the greatest ever recorded in the history of the department.

The appropriation expended for the year, including the Wire Division, was \$4,285,720.28. The revenue from all sources amounted to \$132,529.85.

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

- 6 Combination chemical and hose cars.
- 2 Aerial ladder trucks.
- 3 Four-wheel tractors.

## NEW EQUIPMENT.

During the present administration new equipment has been added to the department which has proven invaluable, thus reducing losses. A very valuable addition was equipping the work boats attached to our fire boats with outboard motors and the installation of four to five horse power motor pumps which will deliver

forty-two gallons of water per minute at seventy pounds pressure. These boats have already proven their worth by getting at fires located under docks, wharves, bridges and other places where fires occur along the waterfront that are inaccessible with the equipment carried on our fireboats and land companies. Previous to the installation of this type of equipment the department was severely handicapped by being obliged to launch a row-boat, and with this make-shift arrangement, row the boat, handle the line and keep everything balanced. It was not always possible to get much nearer the fire than the fireboat itself could get, and often the row-boat tipped over, jeopardizing the lives of the occupants. The new boat makes it possible to go places it was never possible to go before and to get quickly at the seat of the fire. This new boat also makes it unnecessary to waste time and energy of the men cutting floors and doing considerable axe work, and by using the boat it is possible to reach the fire without the delay incident to making openings in floors.

Another effective addition which was made to the apparatus of the department was the introduction of an entirely new type of chiefs' car.

Instead of the ordinary car of the roadster type, with which chief officers were formerly supplied and which carried no fire-fighting equipment, they are now being furnished with cars of the sedan type. The front seats of the car are used by the chief and his chauffeur, and the seats in the rear have been removed. A door has been cut in the rear of the body and the passenger space in back has been fitted to carry emergency tools and appliances. These new cars carry the following equipment:

- 1 Callahan door opener.
- 1 Mall.
- 1 Hacksaw and blades.
- 1 Elevator jack and wedges.
- 2 Jack bars.
- 3 Cold chisels.
- 1 Crow bar.
- 1 Pair of bolt and wire cutters.
- 3 Hydrant wrenches.
- 1 Life line.
- 1 Tow line.
- 6 Gas masks and canisters.
- 1 Pair rubber gloves.
- 1 Fire axe.
- 2 Foam type extinguishers.



WORK BOAT ATTACHED TO FIRE BOAT AND EQUIPPED WITH EVINRUDE MOTOR AND PUMP.



Since the installation of these cars, the equipment carried on them has been used on many occasions, even to the extent of extinguishing fires without the assistance of the major apparatus of the department. Another advantage of equipping the district chiefs' cars, as outlined above, is that all this emergency equipment is centralized in one place and quickly available in case of necessity. These cars also provide a fire patrol for the city, as the district chiefs are constantly on the streets while making their inspections of companies and buildings.

After making a very thorough study of the methods of fire fighting in Boston and other cities it became very apparent that the firemen were called upon to perform their duties under a severe handicap. In other words, they were compelled, literally, to "work in the dark." It appeared necessary and important that some consideration should be given to this essential phase of their work and a study was made of miner's lights and the possibility of their adoption in fire fighting. An electric lamp has now been developed which firemen can wear in their helmets and which assure them of visibility where any light can penetrate. The lamp carries a lightweight, nonleakable storage battery, and will burn for more than six hours. Its use has been carefully observed and its effectiveness warrants further installations until the department is fully equipped. The idea of making a light a part of a fireman's equipment, without unduly encumbering him, has been a distinctive departure from previous methods. The results which have been obtained in Boston in adopting the fireman's light as part of their equipment have attracted the attention of other cities of the country. There are now approximately one hundred of these lights in use in the department and many reports are on file citing their effectiveness.

During the year eighteen additional carbic flare lights were purchased and added to the equipment of the department in order to provide the men with light in the performance of their duty. The department is also planning to establish a new portable electric lighting system of greater capacity than the one we have at present. This should be completed early in the year 1928.

Sixty-four additional service gas masks were purchased during the year in order that the men would be better equipped to perform their duty in buildings charged with gases and smoke. Two more Draeger smoke helmets were purchased for exceptionally hazardous duty.

Other additional fire-fighting appliances were installed when replacements were necessary and the service required them.

Foam-mixing apparatus was furnished and installed on Fireboat Engines 31, 44 and 47.

#### BUILDINGS.

Two new fire stations are being erected. One on Parish street, Meeting House Hill, to provide accommodations for Engine Company 17 and Ladder Company 7. The contract was signed on June 23, 1927, and is to be completed at approximately the cost of \$105,000. Another new station is being erected on Broadway, between Shawmut avenue and Washington street, to accommodate Engine Company 26, Engine 35, Rescue Company 1, Water Tower 2, the Chief of District 5, the Assistant Chief of Department and Chief of Department. The building will cost approximately \$210,000.

Considerable attention has been given to the condition of the other buildings and in many cases extensive repairs have been made to meet the demands of the service.

The work of remodeling Engine Company 42 was completed on April 1, 1927. This building was thoroughly remodeled and better and more comfortable quarters provided for the men.

New concrete floors were installed at the quarters of Engine Company 11 and Ladder Company 21, Saratoga and Byron streets, East Boston, and other changes made in the building.

A new concrete floor was installed in the quarters of Engine Company 30 and Ladder Company 25, Centre street, West Roxbury.

A new concrete floor was installed in Ladder Company 23, Washington street, Grove Hall, and other repairs made to the building to put it in modern condition.

Throughout the department improvements and changes have been made, such as the installation of hot water heaters, weather stripping on buildings to conserve heat, roofs and smoke pipes repaired, window-shades furnished, mattresses and pillows renovated, etc.

#### FIRE APPARATUS.

In addition to the new apparatus purchased during the year particular attention has been paid to the care



NEW WORK BOATS OF FIRE DEPARTMENT IN ACTION.



and upkeep of the fire-fighting machinery in the service. The following apparatus has been given a thorough overhauling by the department mechanics during the year.

23 Pumping engines.  
23 Hose cars.  
1 Fuel wagon.  
16 Chiefs' wagons.

During the year the following pieces of apparatus were painted:

9 Pumpers.  
14 Hose cars.  
8 Ladder trucks.  
1 Water tower.  
15 Chiefs' cars.  
1 Fuel truck.  
1 Commercial truck.  
8 Small trucks

The apparatus today is in the best condition it ever was in the history of the department.

The three fireboats in the department were taken out of service for the annual inspection by the United States steamboat inspectors and considerable work was ordered to be done, so that the boats would be in seaworthy condition. The boats are old and will require a considerable amount of repairs each year. Fourteen thousand eight hundred and ninety-six dollars was spent in contracts with outside concerns for making repairs to the boats and department mechanics performed \$9,451 worth of work on the boats.

#### DRILL SCHOOL.

During the year thirty-nine appointees successfully passed the intensive course of instruction in the Department Drill School, together with several officers and members from departments from outside cities and towns.

#### PUMP SCHOOL.

Fourteen classes were conducted by the gasoline pumping engine school during the year, during which sixty-four officers and eighty-four men attended the course of instructions.

## CHAUFFEURS' SCHOOL.

Forty-eight members of the department received instructions in the chauffeurs' school during the year and were certified as operators of department motor apparatus. In addition, special instructions were given to various members in different companies.

## ANNUAL DRILL.

The new plan of annual drill put into operation late in the fall of 1926, whereby every officer below the grade of district chief and every member of the department must attend six sessions of the drill, was carried on throughout the year, and every officer and member completed the drill about the middle of July. Another set of drills was then commenced and will continue into the year 1928.

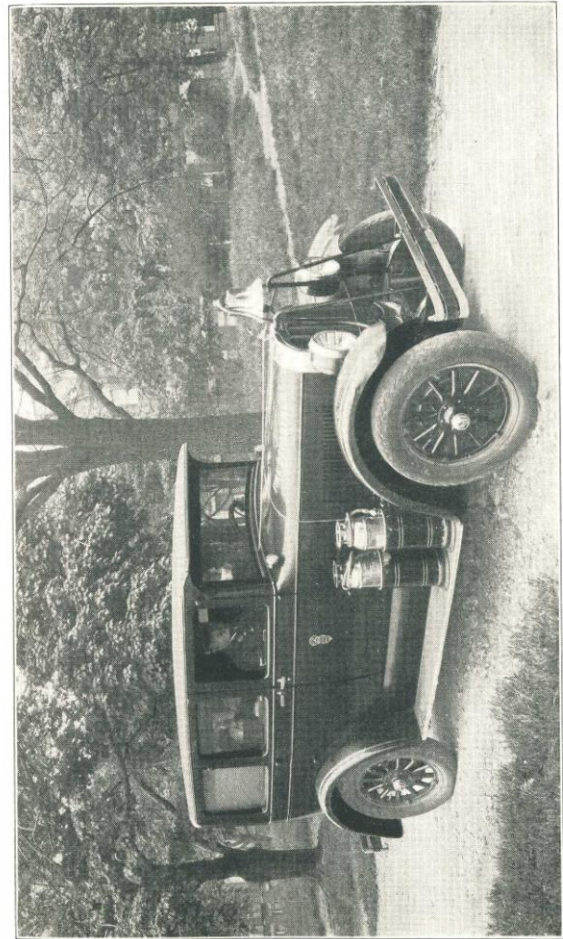
## COMPANY DRILLS.

The regular weekly company drills, under the supervision of district chiefs in the various districts, were held during the year, and in addition lectures were given by deputy chiefs on the subject of fire fighting, building inspection, etc., to the companies in their divisions.

## HYDRANTS.

The following is a list of the hydrants in service for fire purposes on December 31, 1927, showing the number and different types of same:

	Public.	Private.
Ordinary post.....	4,033	136
Boston post.....	2,995	21
Lowry.....	1,162	30
Boston Lowry.....	472	5
Batchelder and Finneran post.....	1,685	3
Boston.....	131	114
High pressure.....	451	
Chapman post.....	116	55
Ludlow post.....	7	13
Matthew post.....		4
Coffin post.....	1	
Totals.....	11,053	381



NEW TYPE OF CAR USED BY DISTRICT CHIEFS IN BOSTON FIRE DEPARTMENT.

## HIGH PRESSURE.

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...	234	165
Water discharge recorded on Venturi meters.	211,000 gallons	154,000 gallons

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

At the present time, the high pressure system now includes 16.80 miles of piping and 451 high pressure fire hydrants.

## CLOTHING.

ARTICLE.	Received and Distributed.	Repaired.	Reissued.
Trousers.....	1,322	1,071	29
Sack coats.....	631	157	39
Reefers.....	7	5	2
Overcoats.....	92	28	9
Rubber fire coats.....	293	636	8
Fire hats.....	134	330	
Winter caps.....	711		21
Summer caps.....	91		
Chin straps.....	37		

## MEDICAL.

Number of cases of illness on file . . . . . 349  
 Number of cases of injury on file . . . . . 1,543  
 Number of injured (but remained on duty) on file . . . 1,170

## EXAMINATIONS.

Inspections and examinations at headquarters (recorded), 1,245  
 For appointment as probationary firemen . . . . . 36  
 For appointment from probationary to permanent men . 39  
 At engine houses of firemen, pulmotors, medicine chests  
 and visits at homes of firemen, either sick or injured  
 and at hospitals . . . . . 1,500



The number of sick and injured on file during this year was about the same average as the year previous. The number of injured remaining on duty during the past year was 81 less than in 1926. Many cases have been reported where firemen have been eager and prompt in rendering first aid to citizens as well as to firemen. Out of 1,543 cases of injuries reported during the year, 1,170 remained on duty and were treated either in quarters or at the office of the family doctor or relief station as emergency required.

## FIRE ALARM.

## OPERATING RECORDS.

First alarms . . . . .	3,462
Second alarms . . . . .	59
Third alarms . . . . .	19
Fourth alarms . . . . .	3
Total . . . . .	<u>3,543</u>

## BOX ALARMS RECEIVED BUT NOT TRANSMITTED.

Same box received two or more times for same fire . . . . .	304
Adjacent box received for same fire . . . . .	283
Received from boxes but treated as stills . . . . .	8
Total . . . . .	<u>595</u>

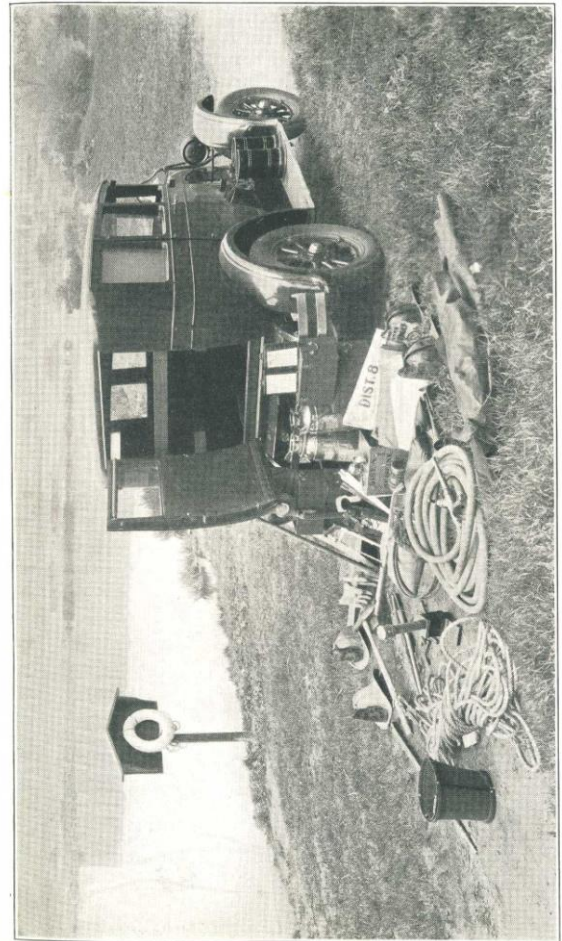
## STILL ALARMS RECEIVED AND TRANSMITTED.

Received from citizens (by telephone) . . . . .	2,523
Received from Police Department (by telephone) . . . . .	251
Received from Fire Department stations . . . . .	1,127
Received from boxes but treated as stills . . . . .	8
Mutual aid alarms, adjacent cities and towns, classified as stills . . . . .	49
Emergency services, classified as stills . . . . .	76
Total . . . . .	<u>4,034</u>

Still alarms received by telephone for which box alarms were later transmitted . . . . .	274
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## AUTOMATIC AND A. D. T. ALARMS.

Boston Automatic Fire Alarm Company:	
Transmitted by company to department stations . . . . .	118
Department box alarms transmitted in connection with same:	
Before automatic alarms . . . . .	5
After automatic alarms . . . . .	4



FIRE APPLIANCES AND EQUIPMENT CARRIED IN NEW DISTRICT CHIEF'S CAR.

## FIRE DEPARTMENT.

11

American District Telegraph Company:	
Received at Fire Alarm Office . . . . .	39
Department box alarms transmitted in connection with same:	
Before A. D. T. alarm was received . . . . .	9
After A. D. T. alarm was received . . . . .	5
Received after still alarm was transmitted . . . . .	0
A. D. T. alarms transmitted to department . . . . .	30

## SUMMARY OF ALARMS.

Alarms received:	
Box alarms, including multiples . . . . .	4,138
Still alarms, all classes . . . . .	4,034
Boston automatic alarms . . . . .	118
A. D. T. alarms . . . . .	39

Total received from all sources . . . . .	<u>8,329</u>
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Exclude following duplications:	
Box alarms received but not transmitted . . . . .	595
Still alarms for which box alarms were transmitted . . . . .	274
Automatic alarms for which box alarms were transmitted . . . . .	9
A. D. T. alarms for which other alarms were previously transmitted . . . . .	14

Total duplications eliminated . . . . .	<u>892</u>
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Total alarms, with duplications eliminated, to which department apparatus responded . . . . .	<u>7,437</u>
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## FIRE ALARM BOX RECORDS.

Boxes from which no alarms were received . . . . .	477
Box tests and inspections . . . . .	12,893

(NOTE: All keyless doors are tested weekly.)

## CONSTRUCTION WORK.

Conditions in the fire alarm system were improved by extending the underground system, by the replacement of considerable line wire which was unsafe, and by installing boxes where they were particularly needed. The work was retarded to a considerable extent, however, because the cable ordered was not accepted until it was too late to use it. This was due to unfavorable reports concerning tests made. Because of this handicap much of the work planned remained undone.

About 7,441 feet of ducts were laid underground; 37 box posts and 4 cable terminal posts were set; the position of 10 box posts and 2 cable posts was changed

because of change in street lines; of 68 posts damaged by vehicles, 21 were replaced by new, and one post was removed from service. Approximately 29,135 feet of cable was hauled into underground ducts for extension of system and about 4,970 feet of cable was used to replace defective cable or to replace cable that was too small. The overhead system was extended by the use of about 8 miles of line wire, but to offset that, about 10 miles of line wire and 5 miles of working conductors in cables were removed from poles.

This department installed 24 fire alarm boxes; 19 were installed by the Schoolhouse Department and 6 were installed on private property. The locations of 8 boxes were changed and 9 boxes were removed from service. Two new box circuits were installed and all public boxes and posts were painted. A new method of numbering private fire alarm boxes has been adopted and about twenty boxes were renumbered.

The radio service between fire alarm headquarters and the fire boats has proved to be very practical during the past year and new rules governing same have been made which will tend to increase efficiency.

#### UNDERGROUND CABLES INSTALLED.

##### *East Boston.*

	Cond.	Feet.
Neptune road, from Bennington street to Cottage street . . . . .	4	895
To connect Box 6185 . . . . .	4	355

##### *Charlestown.*

Post connections . . . . .	10	30
Post connections . . . . .	20	30

##### *City Proper.*

To connect horn at Cambridge and North Grove streets . . . . .	2	225
Post connections . . . . .	4	380
Post connections . . . . .	10	110
Post connections . . . . .	19	90
Post connections . . . . .	37	90

##### *South Boston.*

D street, from West Broadway to Baxter street . . . . .	6	1,662
D street, from West Broadway to West First street . . . . .	6	1,085
West First street, from C to D streets . . . . .	6	558

	Cond.	Feet.
West First street, from E to Dorchester streets . . . . .	6	1,436
E street, from West Fourth to West Sixth streets . . . . .	6	608
G street, from East Sixth to East Eighth streets . . . . .	6	869
I street, from East Eighth street to Marine road . . . . .	6	334
L street, from East Eighth street to Marine road . . . . .	6	327
East Eighth street, from Dorchester street to Old Harbor street . . . . .	6	1,572
East Eighth street, from G to L streets . . . . .	6	2,741
Mercer street, from East Eighth to East Ninth streets . . . . .	6	191
Northern avenue, from C street to Box 7127, . . . . .	4	1,322
Post and pole connections . . . . .	19	77
Post and pole connections . . . . .	10	142
Post and pole connections . . . . .	6	410
Post and pole connections . . . . .	4	270

##### *Dorchester.*

Washington street, from Codman street to River streets . . . . .	6	2,586
Washington, Sanford and Morton streets . . . . .	6	2,236
Post and pole connections . . . . .	10	400
Post and pole connections . . . . .	6	300
Post and pole connections . . . . .	4	316

##### *Roxbury.*

Dudley street, from Ladder 4 to Warren street . . . . .	2	651
Northampton street, from Engine 23 to Washington street . . . . .	2	483
Norfolk avenue, from Magazine street to Proctor street . . . . .	4	317
Magazine street, from Norfolk avenue to Kemble street . . . . .	4	343
George street, from Magazine street to Gerard street . . . . .	4	450
George street, from Magazine street to Clarence street . . . . .	4	440
Walnut and Westminster avenues to connect Box 2192 . . . . .	4	804
Magazine street, from Norfolk avenue to George street . . . . .	6	489
Post and pole connections . . . . .	4	122
Post and pole connections . . . . .	6	300
Post and pole connections . . . . .	10	420



<i>West Roxbury.</i>		
	Cond.	Feet.
Post and pole connections . . . . .	4	194
Post and pole connections . . . . .	15	95
<i>Brighton.</i>		
Post and pole connections . . . . .	6	150
Post and pole connections . . . . .	10	30
<i>Brookline.</i>		
Huntington avenue, from South Huntington avenue to Station A . . . . .	4	1,770
St Mary's street, from Beacon street to Station C . . . . .	10	530
BOX POSTS INSTALLED WITH DUCT LENGTHS.		
<i>East Boston.</i>		
Prescott and Princeton streets . . . . .		218
Neptune road and Cottage street . . . . .		10
Saratoga street, near Annavoy street . . . . .		8
<i>City Proper.</i>		
Boylston and Exeter streets . . . . .		20
St. Botolph and Garrison streets . . . . .		99
<i>South Boston.</i>		
Northern avenue, near Fish Pier . . . . .		528
East Broadway and K street . . . . .		49
East Fifth and O streets . . . . .		103
East Eighth and M streets . . . . .		23
N street and Columbia road . . . . .		228
<i>Dorchester.</i>		
East Cottage and Humphreys streets . . . . .		11
Howard avenue and Harlow street . . . . .		270
Howard avenue and Cunningham street . . . . .		414
Dudley and Monadnock streets . . . . .		23
Geneva avenue and Waldeck street . . . . .		24
Centre and Seaborn streets . . . . .		18
Morton and Owen streets . . . . .		31
<i>Roxbury.</i>		
Columbus avenue and Camden street . . . . .		303
Parker and Alleghany streets . . . . .		30
Parker street and Parker Hill avenue . . . . .		33.5
Heath square . . . . .		49.5
Rockland and Rock streets . . . . .		27.5
Rockland street at Rockland avenue . . . . .		10.5

	Feet.
Westminster street and Walnut Park road . . . . .	11.5
Perrin and Alaska streets . . . . .	8.5
George and Gerard streets . . . . .	303
George and Clarence streets . . . . .	248
<i>Jamaica Plain and West Roxbury.</i>	
Minden and Day streets . . . . .	138
Weld Hill and Wenham streets . . . . .	9
Hyde Park avenue and Hunter street . . . . .	39
Ashland street and Brown avenue . . . . .	5
Ashland and Sheldon streets . . . . .	270
Florence and Hawthorne streets . . . . .	156
Centre and Corey streets . . . . .	17.5
Wren street, opposite Danville street . . . . .	59
<i>Brighton.</i>	
Gordon and Ridgmont streets . . . . .	301
Washington and Brackett streets . . . . .	16
BOX POSTS REPLACED BY NEW.	
<i>(Broken by Vehicles.)</i>	
State street, opposite Kilby street.	
Commonwealth avenue and Clarendon street.	
Washington street, opposite Water street.	
Commonwealth avenue and Washington street.	
Shawmut avenue and Waltham street.	
Hanover and Blackstone streets.	
Washington street, opposite Valentine street.	
Massachusetts avenue and Norway street.	
Charles street, opposite Poplar street.	
Washington and Dale streets.	
Harvard avenue and Cambridge street.	
City square.	
South street, opposite St. Mark street.	
East First and K streets.	
Brighton avenue and Chester street.	
Walnut avenue and Dale street.	
Somerset and Allston streets.	
Blue Hill avenue, opposite Clifford street.	
North square and Garden Court street.	
Forty-seven other posts were broken and parts were replaced.	
POSTS RELOCATED.	
	New Ducts
Harvard and Morton streets . . . . .	28
Dorchester avenue and Codman street. (Additional) . . . . .	2
Washington and Codman streets. (Additional) . . . . .	1
Adams and Codman streets . . . . .	7

	New Ducts.
Adams street and Granite avenue . . . . .	33
Columbus avenue and Arlington street. (Additional) . . . . .	2
Washington and East Dedham streets. (Additional) . . . . .	1
Alford street and Arlington avenue (lowered.) . . . . .	—
Medford and Cottage streets . . . . .	0
Dock square (cable post, 6 ducts) . . . . .	28
Washington and Kneeland streets (cable post, 5 ducts), . . . . .	23
River street and Reddy avenue . . . . .	21

## POSTS REMOVED.

Washington street, near Arborway.

## NEW CABLE POSTS.

	Feet.
George and Magazine streets, Roxbury . . . . .	19.5
Codman square, Dorchester . . . . .	7.0
Main and Alford streets, Charlestown . . . . .	12.0
Eliot and Centre streets, Jamaica Plain (2 ducts) . . . . .	42.0

## NEW MANHOLES.

East Cottage and Humphreys streets.  
Codman street, opposite Wessex street.

## NEW HANDHOLES.

George street, opposite Gerard street.  
Howard avenue and Harlow street.  
Howard avenue and Cunningham street.  
East street, rear Engine Company 17 house.  
Northern avenue and D street.  
Northern avenue, near No. 275.  
Heath square  
Florence and Hawthorne streets.

## NEW POLE CONNECTIONS.

N street, at East Eighth street . . . . .	170
Kemble street, at Magazine street . . . . .	75
Morton and Owen streets . . . . .	148
Morton and West Selden streets . . . . .	173
Ashland and Florence streets . . . . .	147
Fairview and South streets * . . . . .	197
Powell and Spring streets . . . . .	109
Bickford street, at Heath street * . . . . .	205
Fisher avenue, at Parker street * . . . . .	129
Parker Hill avenue, at Parker street * . . . . .	178
East Eagle street, at Prescott street * . . . . .	39
Mt. Vernon street, near railroad * . . . . .	551

\* Installed by the Telephone Company for this department.

	Feet.
Codman street, at Wessex street . . . . .	71
Codman street, at Hillside street . . . . .	300
East street, rear Engine Company 17 house . . . . .	54
Matchett street, at Washington street . . . . .	107
Broadway, at Central Fire Station . . . . .	60
Codman street, near Carruth street . . . . .	108
Marsh street, at Granite avenue . . . . .	211

## NEW CONDUIT.

Northern avenue, at D street, between manholes . . . . .	28
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## DUCTS ABANDONED.

Dock square (6 ducts) . . . . .	19
Washington and Kneeland streets (5 ducts) . . . . .	21
East Broadway and I street . . . . .	35
East Fourth and L streets . . . . .	30
East Eighth and Dorchester streets . . . . .	152
West Fourth and E streets . . . . .	88
Howard avenue, near Dudley street . . . . .	6
Adams street and Granite avenue . . . . .	19
Adams and Codman streets . . . . .	7
Codman street, near Carruth street . . . . .	130
Codman and Washington streets . . . . .	136
Harvard and Morton streets . . . . .	6
River street and Reddy avenue . . . . .	27
Oakland street, at River street . . . . .	179
Commonwealth avenue and Warren street . . . . .	50
Washington street, near Arborway . . . . .	5

## PUBLIC FIRE ALARM BOXES INSTALLED.

1565. St. Botolph and Garrison streets.
1572. Boylston and Exeter streets.
2192. Westminster avenue and Walnut Park road.
2461. Forest Hills street and Rossmore road.
2525. Hyde Park avenue and Hunter street.
265. Cass street and Oak avenue.
2718. Centre and Weld Streets.
274. Centre and Corey streets.
3131. George and Gerard streets.
3146. Dudley and Monadnock streets.
3387. Harvard street and Courtland road.
3388. Harvard and Errol streets.
3485. Hilltop and Whitridge streets.
3537. Opposite 93 West Selden street.
3529. Babson, Delhi and Crossman streets.
5228. Western and Speedway avenues.
5277. Faneuil and Goodenough streets.
5283. Washington and Brackett streets.

5296. Perthshire road and Matchett street.  
 6185. Prescott and Princeton streets.  
 6195. Neptune road and Cottage street.  
 7127. Northern avenue, near Fish Pier.  
 7317. East Broadway and K street.  
 743. Marine road and I street.

## SCHOOLHOUSE BOXES INSTALLED.

1335. Allston and Somerset streets, auxiliary to Somerset Street School.  
 15-1481. Girls' Continuation School, Washington street, near Oak street.  
 12-1625. Way Street School.  
 2517. Washington street, at Toll Gate way, auxiliary.  
 12-2322. Trade School for Girls, Hemenway street, opposite Astor street.  
 2628. Wren and Danville streets, auxiliary to Randall G. Morris School.  
 2661. Washington and Stimson streets, auxiliary.  
 3266. Winter and East Streets, auxiliary to Lyceum Hall.  
 3344. Champlain School, Athelwold street.  
 12-3524. William Brewster School, Morton and Norfolk streets.  
 3575. Oakland and Kennebec street, auxiliary to Lowell Mason School.  
 3627. Thomas J. Kenney School, Oak avenue, near Adams street.  
 3773. Williams avenue and Summit street, auxiliary to Fairmount school.  
 3816. Gordon avenue, near Austin street, auxiliary to Henry Grew School.  
 12-414. Oliver Holden School, Pearl street, opposite Summer street.  
 471. Abram E. Cutter School, Medford street, near Polk street.  
 12-5161. Harriet E. Baldwin school, Corey road and Washington street.  
 12-627. Austin School, Paris street, near Meridian street.  
 12-7416. Michael J. Perkins School, Vale street, near Mercer street.

## PRIVATE BOXES INSTALLED.

1264. Parker House.  
 1533. Hotel Statler.  
 1649. John L. Whiting, J. T. Adams, Harrison avenue and East Brookline street.  
 12-2151. Warren Theatre, Warren and Waverly streets.  
 2497. Faulkner Hospital, Centre and Allendale streets.  
 3248. St. Williams Parochial School, Savin Hill avenue and Tuttle street.

## FIRE ALARM BOXES RELOCATED.

2187. From Williams School, Homestead street, to Homestead and Harold streets.  
 12-3131. From Hampden and George streets to William Eustis School, George street.  
 3135. From George and Langdon streets to George and Clarence streets.  
 3538. From West Selden and Rich streets to West Selden and Halborn streets.  
 5285. From Mary Lyon School, Turner street, to Turner and Hester streets.  
 687. From Noble School, Princeton street, to Princeton and Shelby streets.  
 7422. From Columbia road and H street to East Eighth and H streets.  
 7445. From East Fourth and O streets to East Fourth and N streets.

## FIRE ALARM BOXES REMOVED FROM SERVICE.

1267. Youngs Hotel.  
 1335. Somerset and Allston streets.\*  
 1381. Home for Aged Women, Revere street.  
 2125. Edison Electric Illuminating Company, Zeigler street.  
 2517. Washington street and Toll Gate way.  
 2661. Washington and Stimson streets.  
 3472. Walnut Street School, Neponset.  
 3773. Williams avenue and Summit street.\*  
 3816. Gordon avenue, near Austin street.\*

## FIRE ALARM BOXES IN SERVICE.

Total number	1,412
Owned by Fire Department	983
Owned by Schoolhouse Department	256
Owned by Boston Automatic Fire Alarm Company	53
Privately owned	120

## DEPARTMENT BOXES.

On box posts	580
On poles	384
On buildings	15
In buildings	4
Equipped with keyless doors (bell-ringing attachment)	845
Equipped with keyless doors (glass guards)	49
Equipped with "quick-action" doors	83
Equipped with key doors	6

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



Equipped with auxiliary attachments . . . . .	2
Succession type . . . . .	332
Designated by red lights . . . . .	611

## SCHOOLHOUSE BOXES.

On box posts . . . . .	47
On poles . . . . .	23
On buildings . . . . .	121
In buildings . . . . .	65
Equipped with keyless doors . . . . .	201
Equipped with key doors . . . . .	55
Equipped with auxiliary attachments . . . . .	252
Succession type . . . . .	126
Designated by red lights . . . . .	46

## BOSTON AUTOMATIC FIRE ALARM COMPANY BOXES.

On poles . . . . .	5
On buildings . . . . .	16
In buildings . . . . .	32
Equipped with keyless doors . . . . .	9
Equipped with key doors . . . . .	44
Equipped with auxiliary attachments . . . . .	53
Succession type . . . . .	4

## PRIVATE BOXES.

On poles . . . . .	9
On buildings . . . . .	38
In buildings . . . . .	73
Equipped with keyless doors . . . . .	14
Equipped with key doors . . . . .	96
Equipped with "quick-action" doors . . . . .	10
Equipped with auxiliary attachments . . . . .	15
Succession type . . . . .	74

## FIRE ALARM BOXES IN DISTRICTS.

District 1 . . . . .	83	District 9 . . . . .	109
District 2 . . . . .	70	District 10 . . . . .	109
District 3 . . . . .	35	District 11 . . . . .	128
District 4 . . . . .	85	District 12 . . . . .	101
District 5 . . . . .	54	District 13 . . . . .	144
District 6 . . . . .	97	District 14 . . . . .	119
District 7 . . . . .	91	District 15 . . . . .	82
District 8 . . . . .	104		

## CLASSIFICATION OF FIRE ALARM BOXES.

Academies . . . . .	4	Public hall . . . . .	1
Adjoining city . . . . .	1	Railroad shops . . . . .	5
Armory . . . . .	1	Railroad stations . . . . .	5
Asylums . . . . .	4	Railroad yards . . . . .	12
Car houses . . . . .	9	Retail stores . . . . .	4
Cemetery . . . . .	1	Restaurant . . . . .	1
City yards . . . . .	2	Schoolhouses (public) . . . . .	256
Home for Aged People, . . . . .	1	Schoolhouses (parochial) . . . . .	4
Hospitals . . . . .	23	Stock yard . . . . .	1
Hotels . . . . .	5	Street boxes (public) . . . . .	973
Manufacturing plants . . . . .	26	Theaters . . . . .	28
Museum . . . . .	1	Warehouses . . . . .	8
Navy Yard . . . . .	8	Wharves . . . . .	9
Office buildings . . . . .	8	Wholesale houses . . . . .	4
Power stations . . . . .	6		
Prison . . . . .	1		

## POSTS AND CABLE TERMINAL BOXES.

Box posts in service . . . . .	628
Box posts installed but not yet used . . . . .	21
Cable posts in service (large size) . . . . .	75
Cable posts in service (small size) . . . . .	25
Pole cable boxes in service (underground connections), . . . . .	262

## CIRCUITS.

Box circuits . . . . .	75
Tapper circuits . . . . .	18
Gong circuits . . . . .	16
Special signalling circuits . . . . .	3
Telephone lines to department stations . . . . .	65
Telephone lines to Roxbury Exchange . . . . .	2
Telephone lines to Kenmore Exchange . . . . .	10

There are special lines to the Protective Department, A. D. T. Company and the 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 Department.

## FIRE ALARM APPARATUS.

Tappers in service . . . . .	167
Boston tappers in adjoining cities and towns . . . . .	10
Tappers connected to systems of adjoining cities and towns in Boston stations . . . . .	6

Gongs in service . . . . .	110
Registers in service, outside of fire alarm office . . . . .	31
Relays in service, outside of fire alarm office . . . . .	23
Telephones in department lines . . . . .	148
Public telephones rented by department . . . . .	21
Traffic horns in service . . . . .	9
Traffic bells in service . . . . .	25

## SUMMARY OF WORK DONE.

	Approximately. Number of Feet.
Line wire used in new work and replacements . . . . .	81,340
Line wire removed from service . . . . .	52,400
Aerial cable installed . . . . .	2,200
Conductors in same . . . . .	6,300
Aerial cable removed from service . . . . .	4,100
Conductors in same . . . . .	41,000
Underground cable installed . . . . .	29,135
Conductors in same . . . . .	162,895
Underground cable replaced (due to defects) . . . . .	4,970
Conductors in same . . . . .	106,027
Conduits laid by this department . . . . .	7,399
Ducts in same . . . . .	7,441
Ducts abandoned . . . . .	1,089
Manholes built . . . . .	2
Handholes built . . . . .	8
Fire alarm boxes installed by this department . . . . .	24
Fire alarm boxes installed by Schoolhouse Department . . . . .	19
Fire alarm boxes installed on private property . . . . .	6
Fire alarm boxes relocated . . . . .	8
Fire alarm boxes removed from service . . . . .	9
Box posts installed . . . . .	37
Box posts relocated . . . . .	10
Box posts reset or replaced by new . . . . .	21
Box posts removed from service . . . . .	1
Cable posts installed . . . . .	4
Cable posts relocated . . . . .	2
Underground cable boxes attached to poles . . . . .	5
Underground cable boxes removed from service . . . . .	5

## WIRE DIVISION.

The usual and normal increase in the use of electricity for lighting, heating and power purposes has necessitated more diligent inspection and closer observation on the part of the members of the division, and particular attention has been given to all new installations in order to pass upon and grant permission for the use of current.

Old work is deteriorating from time to time, due to age, wear and vibration, and whenever possible inspections have been made by the division and defective conditions ordered corrected.

Regular inspections have been made of theaters, halls and other places of public assembly, as well as additional installations in department stores, hotels, etc., where a fire might mean a loss of human life as well as property damage.

During the year the insurance loss from fires found to have been caused by electricity was approximately \$240,000. Of this amount more than one half was confined to three fires, the balance being distributed among approximately one hundred smaller fires. The heaviest loss was about \$135,000 for a fire caused by a breakdown of insulation of 100-ampere service cable (old Parkway cable) 115-230 volts, where the cable entered the foundation wall. This cable had been in service many years.

One fire, where the loss was about \$40,000, was caused by an employee who unscrewed an old lamp from its socket to replace it with a new one. In doing so he put considerable strain on the cord, bending it and breaking some of the strands. The ends of the broken strands were brought in contact with wire of opposite pole, resulting in a short circuit which set fire to the insulation. When the employee let go of the lamp the blazing cord swung against excelsior-covered merchandise, setting fire to same and communicating to building.

The third fire caused a loss of about \$14,000 and was caused by installation of cord feeding a combination gas and electric fixture, being worn through to the bare wire by constant moving of a loose arm of fixture, causing an arc and burning wires up through stem of fixture, then extending to other parts of the room.

Several reports were received of blown fuses and short circuits in wiring of electric cars, also fires in wiring of automobiles which did not require examination.

The principal accomplishments of the division during the past year are as follows:

1. The removal of about three hundred and thirty-five old services of the old Parkway cable type, of which there were about four thousand installed many years ago. On many there were indications of trouble, and these were replaced as speedily as possible.



2. The clearing of previously prescribed underground districts of poles and wires.

3. An increase in fees received for permits to perform inside electrical work.

The income for the year for permits to perform interior electrical work was \$97,265.52.

#### INTERIOR DIVISION.

Careful inspections were made of all interior electrical construction in progress during the year. Wherever installations were reported as defective interested parties were immediately notified to make corrections necessary to comply with the rules and requirements of the Wire Division.

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

Notices of new work received . . . . .	25,590
Number of permits issued to turn on current . . . . .	18,676
Number of incandescent lamps inspected . . . . .	2,292,263
Number of motors inspected . . . . .	13,227
Number of buildings in which wiring was completely examined . . . . .	7,480
Number of inspections made of theaters, places of amusement and public halls . . . . .	1,505

During the year there were one hundred and seven fires and seven accidents to persons (three of which were fatal) caused by electricity as follows:

Fires in interior of buildings . . . . .	96
Fires on poles . . . . .	4
Fires in manholes . . . . .	3
Injuries to persons . . . . .	7
Miscellaneous overhead fires . . . . .	4

#### EXTERIOR DIVISION.

The underground district for the year 1927 as prescribed under authority of chapter 240, Acts of 1926, comprised the following streets:

##### ROXBURY.

Eustis street, from Hampden street to Dearborn street.  
Norfolk avenue, from Hampden street to Magazine street.  
Parker street, from Tremont street to Heath street.  
New Heath street, from Columbus avenue to Parker street.  
Heath street, from Parker street to Day street.

George street, from Hampden street to Shirley street.  
Gerard street, from Massachusetts avenue to George street.

##### WEST ROXBURY.

South Fairview street, from South Conway street to South street.  
South street, from South Conway street to Brookfield street.

##### DORCHESTER.

River street, from Washington street to Central avenue.  
Howard avenue, from Dudley street to Quincy street.

##### EAST BOSTON.

Prescott street, from Bennington street to East Eagle street.

##### CHARLESTOWN.

Rutherford avenue, from Cambridge street, a distance of 5,790 feet to a point within 110 feet of Devens street.

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

In these prescribed streets, from which poles and overhead wires were to be removed, there were standing on January 1, 1927, a total of two hundred and seven (207) poles, (not including the trolley poles of the Boston Elevated Railway, which are exempt), supporting a total of one million thirteen thousand six hundred (1,013,600) feet of overhead wires or a little less than one hundred ninety-two (192) miles, owned by the Edison Electric Illuminating Company, New England Telephone and Telegraph Company, Charlestown Gas and Electric Company, Western Union Telegraph Company, Postal Telegraph Cable Company, Boston Elevated Railway, Boston Fire Department (Fire Alarm Branch) and Boston Police Department (Police Signal Service.)

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

During the past year, the inspectors of this division have reported one hundred and seventy-eight (178) poles decayed at base and thirty-two (32) poles leaning, or a total of two hundred and ten (210) poles, which were replaced by new poles or reset by the various companies at the request of this department.



Sixty-one (61) abandoned poles were also reported by our inspectors and were removed by the owners at our request.

The following table shows the overhead work from January 1, 1927, to December 31, 1927, inclusive:

Number of new poles in new locations	553
Number of poles replaced, reset or straightened	626
Number of poles removed	280
Number of poles now standing in the public streets	17,916
Number of defects reported	1,890
Number of defects corrected	1,425
(Other defects in process of correction.)	
Number of notices of overhead construction	13,151
Number of overhead inspections	24,548
Number of overhead reports	11,450
Amount of overhead wires removed by owners (in feet)	2,166,903

#### UNDERGROUND CONSTRUCTION.

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

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

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

The electrical approvals for underground electrical construction numbered 5,075.

Number of inspections of underground electrical construction, 9,961.

Number of reports of underground electrical construction, 5,059.

#### Character of Cable Used by the Various Companies.

COMPANY.	Kind of Insulation.	Size.
Boston Elevated Railway.....	Rubber, weatherproof and paper.	0000 to 3,000,000 C. M.
Boston Fire Department (Fire Alarm Branch).	Rubber.....	2 to 37 conductor.
Boston Police Department (Police Signal Service).	Rubber.....	7 conductor.
Charlestown Gas and Electric Company.	Varnished, cambric and rubber.	No. 6 to No. 0000.
Edison Electric Illuminating Company.	Paper and rubber.....	No. 10 to 1,500,000 C. M.
New England Telephone and Telegraph Company.	Paper.....	2 to 1,212 pair.
Postal Telegraph Cable Company and Boston District Messenger Company.	Paper.....	15 pair.
Western Union Telegraph Company and Mutual District Messenger Company.	Paper.....	11 to 125 pair.

#### Table Showing Underground Work for the Year 1927.

COMPANY.	Feet of Conduit.	Feet of Duct.	Feet of Cable.	Number of Manholes.	Number of Services.
Boston Elevated Railway.....	5,501	49,842	128,932	18	6
Boston Schoolhouse Commission..	702	702	.....	.....	4
Charlestown Gas and Electric Company.	10,892	25,153	60,813	17	286
Edison Electric Illuminating Company.	227,879	384,735	1,421,925	463	3,366
Fire Alarm Branch (B. F. D.)....	3,901	3,901	29,135	.....	32
Metropolitan District Commission.	4,000	4,000	.....	.....	7
New England Telephone and Telegraph Company.	30,730	100,354	144,036	34	111
Police Signal Service (B. P. D.)...	455	455	23,848	.....	7
Postal Telegraph Cable Company and Boston District Messenger Company.	4,971	9,758	2,575	16	.....
Western Union Telegraph Company and Mutual District Messenger Company.	6,914	19,533	10,159	15	9
Totals.....	295,945	598,433	1,821,423	563	3,828

NOTE.—"Split Fiber Solid Main System" is included in the above figures, comprising 18,838 feet of conduit and 36,911 feet of duct of the Edison Electric Illuminating Company and 1,107 feet of conduit and 2,214 feet of duct of the Charlestown Gas and Electric Company.

Table Showing the Amount and Distribution of Boston's Electrical Power  
December 31, 1927.

COMPANY.	Total Rated Horse Power of Boilers.	Total Rated Horse Power of Engines.	Capacity of Incandescent Lamps in Kilowatts.	Capacity of Arc Lamps in Kilowatts.	Kilowatts of Motors.	Kilowatts, Mixed Loads.	Number of Stations.
Boston Elevated Railway.....	50,852	252,353	4,103	15	368,777	85,870	18
Edison Electric Illuminating Company....	54,424	292,816	*	*	*	*	55
Charlestown Gas and Electric Company....			2,000	170	1,750	925	1
Quaker Building Company.....	620	400	125		106		1
Hanover Street Trust.....	500	363	140		75	215	1
Totals.....	106,396	545,932	6,368	185	370,708	87,010	76

\* Unknown. (Meter capacity connected to lines of Edison system, 918,373 kilowatts.)

LIST OF WIRE DIVISION EMPLOYEES,  
DECEMBER 31, 1927.

	Salary Per Annum.
1 Superintendent . . . . .	\$4,000
1 Chief Inspector . . . . .	2,900
1 Chief Clerk . . . . .	2,600
1 Chauffeur . . . . .	1,700
1 Clerk and Cashier . . . . .	2,000
1 Clerk and Stenographer . . . . .	1,800
1 Clerk . . . . .	1,500
1 Clerk . . . . .	1,200
1 Engineer . . . . .	2,400
13 Inspectors . . . . .	\$1,700 to 2,200
22 Inspectors . . . . .	1,800 to 2,400
1 Stenciler . . . . .	1,600
1 Stenographer . . . . .	1,700
1 Stenographer . . . . .	1,500
1 Stenographer . . . . .	1,400
1 Telephone Operator . . . . .	1,200

STATEMENT OF APPROPRIATION AND EXPENDITURES  
FROM JANUARY 1, 1927, TO DECEMBER 31, 1927.

Appropriation . . . . . \$105,356 16

## EXPENDITURES.

A-1. Employees . . . . .	\$94,456 10	
F-7. Pensions . . . . .	600 00	
Carried forward . . . . .	\$95,056 10	\$105,356 16

Brought forward . . . . .	\$95,056 10	\$195,356 16
B-1. Printing and binding . . . . .	31 50	
B-3. Advertising . . . . .	109 20	
B-4. Car fares . . . . .	3,006 28	
B-12. Premium on bond . . . . .	12 00	
B-13. Telephones . . . . .	620 83	
B-39. General plant . . . . .	112 90	
C-4. Motor vehicles . . . . .	249 11	
C-13. Tools, etc. . . . .	36 39	
D-1. Office forms, etc. . . . .	2,112 82	
D-11. Gasolene, etc. . . . .	297 41	
E-10. Batteries . . . . .	9 68	
E-13. Stenciling materials, etc. . . . .	125 00	

Total expenditures . . . . . 101,779 22

Unexpended balance . . . . . \$3,581 87

## LIST OF PROPERTY — WIRE DIVISION.

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

## RECOMMENDATIONS.

*Mutual Aid.*

The mutual aid system now in effect between the Boston Fire Department and the departments of adjoining municipalities imposes upon this city a serious liability with little or no compensating advantages. The Fire Commissioner of Boston has never been authorized



by the City Council, the proper body to grant such authority, to send the men and apparatus of this department outside the city limits. In view of recent legislation the Fire Commissioner can do nothing to extend or strengthen the present system of mutual aid. While any system of mutual aid, which can be devised, will be of greater value to the adjoining municipalities than it is likely to be to this city, I recommend that the City Council take action to authorize Boston to legally take part in a comprehensive system of metropolitan mutual aid in fire protection.

#### *Relocation of Fire Stations.*

A thorough study has been made of the locations of fire houses throughout the city for the purpose of eliminating some of the old stations which are inadequate and in congested locations. In several sections of the city there are stations within a short distance of each other, housing one company and a few men. The consolidation of these companies in one fire station will effect a very substantial saving in upkeep and maintenance and greatly improve the morale and efficiency of the department. A tentative plan, therefore, has been devised to rebuild certain fire houses in Boston. The first step in this direction should be the establishment of a central fire station in the vicinity of Bowdoin square to provide quarters for Engine Company 4, Engine Company 6, Ladder Company 24, Water Tower 1, the District Chief of the District and an additional Rescue Company. In adopting such a plan the department would be able to abandon the fire stations on North Grove street, Leverett street and Bulfinch street. I recommend, therefore, that such a station be built as soon as it is possible to provide the funds.

As part of the comprehensive scheme to reduce the number of fire stations and to improve the efficiency of the department I recommend that a new fire station be erected in South Boston to provide accommodations for Engine 2 and Ladder Company 19. Engine 2 is located on the corner of O and Fourth streets and Ladder 19 is located on Fourth street. Both of these fire stations are old and would have to be rebuilt within a short time. Better accommodations will be provided with greater efficiency and economy if the two companies are placed in the one station in the vicinity of L street.

The quarters of Engine Company 29 and Ladder 11 in this department now located on Chestnut Hill avenue, Brighton, near the courthouse, are in bad condition and need such extensive repairs and changes, if they are to be continued in use as a fire station, that I would recommend that a new central fire station be built in Brighton. The increasing need for better fire protection in the Aberdeen section of Brighton has been recognized by this department for some time. A house sufficiently large to accommodate three companies should be built on land now used as a paving yard by the Public Works Department. Such a house would then provide better fire protection for that section of the city.

Engine Company 8 on Salem street and Ladder Company 1 on Friend street should be consolidated in one house in the vicinity of Cross and Richmond streets. The present locations of these two houses are on narrow streets in very congested districts. These two very important companies are constantly being delayed in their response to alarms, and very serious delay is liable to occur at any time.

Ladder 12 is on Tremont street and Engine 13 on Cabot street. These two companies are very near together and housed in obsolete buildings in Roxbury and would serve the community with greater efficiency and economy if they were combined in one house.

Engine 24 is located at the corner of Quincy and Warren streets, not far from Ladder 23, Grove Hall. I recommend that quarters be provided in the house of Ladder Company 23 and that the station on Quincy and Warren streets be abandoned.

During the year considerable progress has been made in remodelling some of the fire stations in order to adapt them to the requirements of motor apparatus. The main feature of these changes has been the removal of wooden floors and old horse stalls and the installation of concrete floors. I recommend that this policy be continued, and that the buildings, which are not too old, be remodelled and modernized in order to comply with the law.

#### *Maintenance Shops.*

Plans should be made for the enlargement of the repair shop which was designed for horse-drawn apparatus, the motive power of which, of course, was not



repaired in the shop. The present machine shop is well equipped, but has entirely inadequate floor space, which should be provided by an addition to the present structure, so that the present equipment can be efficiently handled. The department garage and the fire alarm shop are now inadequate and poorly housed in old buildings located some distance from the main shop. These shops should be co-ordinated with the other shops of this department in the general repair shop of the department.

Respectfully submitted,

E. C. HULTMAN,  
*Fire Commissioner.*

# FINANCIAL STATEMENT.

## EXPENDITURES FOR THE YEAR.

Personal Service:		
Permanent employees . . .	\$3,296,252 56	
Temporary employees . . .	4,113 29	
Unassigned . . .	3,714 01	
		\$3,304,079 86
Service Other than Personal:		
Printing and binding . . .	\$88 15	
Advertising and posting . . .	137 75	
Transportation of persons . . .	355 75	
Cartage and freight . . .	322 49	
Hire of teams and auto trucks, . . .	768 15	
Light, heat and power . . .	28,125 90	
Rent, taxes and water . . .	3,319 44	
Surety bond and insurance . . .		
premiums . . .	15 00	
Communication . . .	11,061 80	
Motor vehicle repairs and care, . . .	12,928 67	
Care of horses . . .	2 50	
Cleaning . . .	7,436 86	
Medical . . .	999 99	
Expert . . .	1,169 00	
Fees, service of venires, etc. . .	583 00	
Photographic and blueprinting, . . .	667 88	
General plant . . .	74,820 11	
		142,802 44
Equipment:		
Cable, wire, etc. . .	\$13,491 04	
Machinery . . .	2,365 11	
Electrical . . .	11,959 22	
Motor vehicles . . .	144,622 17	
Furniture and fittings . . .	7,887 18	
Office . . .	1,944 38	
Marine . . .	300 00	
Tools and instruments . . .	38,005 34	
Wearing apparel . . .	32,011 15	
General plant . . .	6,292 28	
		258,877 87
Supplies:		
Office . . .	\$9,816 84	
Food and ice . . .	665 32	
Fuel . . .	84,521 68	
Carried forward . . .	\$95,003 84	\$3,705,760 17

<i>Brought forward</i> . . . .	\$95,003 84	\$3,705,760 17
Forage and animal . . . .	92 86	
Medical, surgical, laboratory . .	184 85	
Laundry, cleaning, toilet . . .	3,145 11	
Motor vehicle . . . . .	29,341 42	
Chemicals and disinfectants . .	3,414 66	
General plant . . . . .	5,184 22	
		136,366 96
Materials:		
Building . . . . .	\$19,837 02	
Electrical . . . . .	3,217 06	
General plant . . . . .	33,873 37	
		56,927 45
Special Items:		
Pensions and annuities . . . .	\$284,850 41	
Workingmen's compensation . .	41 00	
		284,891 41
		\$4,183,945 99
Wire Division:		
Personal Service:		
Permanent employees . . . . .	\$94,451 17	
Service Other than Personal:		
Printing and binding . . \$31 50		
Advertising and post- ing . . . . .	109 20	
Transportation of persons . . . . .	3,006 28	
Surety bond and in- surance premiums . . . . .	12 00	
Communication . . . . .	620 83	
General plant . . . . .	112 90	
		3,892 71
Equipment:		
Motor vehicles . . . . .	\$249 11	
Tools and instru- ments . . . . .	36 39	
		285 50
Supplies:		
Office . . . . .	\$2,112 82	
Motor vehicle . . . . .	297 41	
		2,410 23
Materials:		
Electrical . . . . .	\$9 68	
General plant . . . . .	125 00	
		134 68
Special Items:		
Pensions and annuities . . . .	600 00	
		101,774 29
		<u>\$4,285,720 28</u>

Fire Station, Shawmut avenue and Tremont street:	
Balance of Payments:	
Executions of court on account of breach of contract:	
Architect, Louis J. St. Armand . . . .	\$4,000 00
Contractor, Aleo Contracting Company .	55,176 00
Expert . . . . .	1,000 00
Auditor . . . . .	250 00
Stenographic services . . . . .	159 57
	<u>\$60,585 57</u>

New Central Fire Station:  
Continuation of Payments:

Site:	
Land, Warrenton street and Broadway . .	\$93,196 81
Experts . . . . .	1,300 00
Examination of title . . . . .	95 00
Architect, John M. Gray Company . . . .	3,899 36
Contractor, John B. Dolan . . . . .	147,429 09
Laying water pipe . . . . .	175 00
Blueprints . . . . .	130 30
Advertising . . . . .	18 00
	<u>\$246,243 56</u>

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

Continuation of Payments:	
Contractor, Phandor Company . . . . .	\$65,113 40
Engineer and draftsmen . . . . .	2,190 90
Architect, John M. Gray Company . . . .	1,562 69
Printing . . . . .	635 25
Blueprints . . . . .	201 54
Duct for electric wires . . . . .	131 23
Advertising . . . . .	10 50
	<u>\$69,845 51</u>

## RECAPITULATION.

Fire Department . . . . .	\$4,285,720 28
Fire Station, Shawmut avenue and Tremont street . . . . .	60,585 57
New Central Fire Station . . . . .	246,243 56
New Fire Station, Engine 17 and Ladder 7, Dorchester . . . . .	69,845 51
	<u>\$4,662,394 92</u>

## INCOME FOR YEAR.

Permit fees for fires in open spaces, garages, etc., blasting, transportation and storage of explosives, etc. . . . .	\$28,552 75
Sale of old material:	
Junk . . . . .	784 30
Condemned hose . . . . .	211 56
Old equipment (old tanks, old heaters, etc.) . . . . .	158 00
Sale of Cannel coal . . . . .	64 00
Oil adjustments or penalties (through Supply Department) . . . . .	488 71
Sale of badges . . . . .	636 50
Damage to fire alarm posts and boxes . . . . .	2,385 70
Damage to apparatus . . . . .	1,760 60
Damage to property . . . . .	67 21
Rents . . . . .	155 00
	<hr/>
	\$35,264 33

## FIRE DEPARTMENT ORGANIZATION.

Fire Commissioner, EUGENE C. HULTMAN.  
 Executive Secretary, HERBERT J. HICKEY.  
 Chief of Department, DANIEL F. SENNOTT.  
 Superintendent of Maintenance, EDWARD E. WILLIAMSON.  
 Superintendent of Fire Alarm Division, GEORGE L. FICKETT.  
 Superintendent of Wire Division, WALTER J. BURKE.  
 Superintendent of Fire Prevention Division, PETER E. WALSH.  
 Medical Examiner, WILLIAM J. McNALLY, M. D.

## CLERKS.

*Fire Department.*

James P. Maloney, George F. Murphy, Edward L. Tierney,  
 William J. Hurley, Frank M. Fogarty, William J. O'Donnell,  
 Thomas W. O'Connell, Warren F. Fenlon, Henry J. Egan,  
 James H. Finnerty, John J. Shea, Charles S. Carroll, William  
 D. Slattery, Eugene J. Sullivan, Oscar J. Kent, William V.  
 Doherty, William H. Murray, Edward L. Barry, Dorothy E.  
 Campbell.

*Wire Division.*

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

## HEADQUARTERS.

	Per Annum.
1 Commissioner . . . . .	\$7,500
1 Executive secretary . . . . .	3,300
1 Chief clerk . . . . .	2,800
1 Executive clerk . . . . .	2,800
1 Medical examiner . . . . .	3,500
1 Clerk . . . . .	1,800
2 Clerks . . . . .	\$1,700-\$1,800
1 Clerk . . . . .	\$1,500-\$1,600
1 Clerk . . . . .	\$1,300-\$1,400
1 Clerk . . . . .	\$1,200-\$1,300
1 Elevatorman and assistant janitor . . . . .	1,700
2 Clerks (vacant) . . . . .	1,100
1 Janitress (cleaner) . . . . .	Per Week. \$22.00-\$18.00
1 Assistant engineer (messenger) . . . . .	Per Annum. \$2,000
4 Hoseman clerks . . . . .	2,000



## FIRE PREVENTION BUREAU.

	Per Annum.
1 Chief Fire Prevention . . . . .	\$2,800
1 Clerk . . . . .	2,000
1 Clerk . . . . .	\$1,500-\$1,600
1 Clerk . . . . .	1,300
1 Clerk . . . . .	\$1,100-\$1,200
1 Constable . . . . .	1,600
1 Captain Fire Prevention . . . . .	2,500

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## FIRE-FIGHTING BRANCH.

	Per Annum.
1 Chief of Department . . . . .	\$5,500
1 Assistant Chief of Department . . . . .	4,000
6 Deputy chiefs . . . . .	4,000
30 District chiefs . . . . .	3,500
75 Captains . . . . .	2,500
109 Lieutenants . . . . .	2,300
2 Aids-to-Chief (lieutenant) . . . . .	2,300
2 Aids-to-Chief . . . . .	2,200
3 Aids-to-Commissioner (private) . . . . .	2,200
3 Engineers (marine) . . . . .	2,200
6 Masters . . . . .	2,100
3 Engineers . . . . .	2,100
6 Assistant engineers . . . . .	2,000
46 Apparatus operators . . . . .	2,100
47 Assistant apparatus operators . . . . .	2,000
1,094 Privates: . . . . .	2,000
770 . . . . .	
36 . . . . .	\$1,900-\$2,000
220 . . . . .	\$1,800-\$1,900
38 . . . . .	\$1,700-\$1,800
30 . . . . .	\$1,600-\$1,700

1,434

## BUREAU OF SUPPLIES AND REPAIRS.

	Per Annum.
1 Superintendent of Maintenance . . . . .	\$3,500
1 Superintendent, High Pressure Steam and Marine Service . . . . .	\$2,800-\$2,900
1 General Foreman . . . . .	\$2,700-\$2,800
1 Lieutenant, foreman hose and harness shop . . . . .	2,300
1 Motor apparatus engineer . . . . .	\$2,700-\$2,800
1 Engineer and architect . . . . .	2,500
1 Storekeeper and property clerk (hoseman) . . . . .	2,300
1 Master carpenter (hoseman) . . . . .	\$2,100-\$2,200
1 Foreman painter . . . . .	\$2,000-\$2,100
1 Foreman auto repairer . . . . .	\$2,100-\$2,300
1 Clerk in charge . . . . .	\$2,100-\$2,200
1 Clerk . . . . .	\$1,700-\$1,800

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## FIRE DEPARTMENT.

	Per Annum.
2 Clerks . . . . .	\$1,600
5 Engineers in charge . . . . .	2,300
11 Engineers (High Pressure Service) . . . . .	2,100
13 Engineers, motor squad . . . . .	2,200
3 Firemen (7 day) . . . . .	Per Day. \$6.00-\$6.50
3 High Pressure engineers . . . . .	Per Week. \$43.00
1 Engineer . . . . .	42.00
1 Master steamfitter . . . . .	Per Annum. \$2,200-\$2,300
1 Master apparatus painter . . . . .	\$1,900-\$2,000
47 Mechanics . . . . .	Per Day. \$5.50-\$6.00
6 Blacksmiths.	
9 Painters.	
5 Carpenters.	
3 Steamfitters.	
4 Machinists.	
16 Auto repairers.	
1 Auto trimmer and canvas worker.	
2 Auto mechanics.	
1 Rubber goods repairer.	
2 Plumbers . . . . .	\$6.00-\$6.50
2 Wheelwrights . . . . .	\$6.00-\$6.25
4 Leading auto repairers . . . . .	\$6.00-\$6.50
6 Helpers . . . . .	5.00
1 Hose repairer . . . . .	5.25
1 Vulcanizer and assistant storekeeper . . . . .	\$5.25-\$5.50
1 Chauffeur . . . . .	5.50
3 Laborers . . . . .	5.00
1 Brick mason . . . . .	7.00
1 Mason . . . . .	6.00
1 Supervisor, building repairs . . . . .	Per Annum. \$2,400

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## FIRE ALARM BRANCH.

	Per Annum.
1 Superintendent of fire alarm . . . . .	\$4,000
1 Assistant superintendent and chief operator . . . . .	3,400
1 Aid-to-superintendent . . . . .	2,200
1 Batteryman . . . . .	2,000
1 Clerk . . . . .	1,700
1 Assistant to custodian . . . . .	\$1,800-\$1,900
1 Foreman of construction . . . . .	\$2,800-\$2,900
1 Assistant foreman of construction . . . . .	\$2,300-\$2,400
1 Instructor of telegraphy . . . . .	2,500

	Per Annum.
1 Supervising operator . . . . .	\$2,600
3 Principal operators . . . . .	2,500
5 Operators . . . . .	2,300
7 Assistant operators . . . . .	\$1,600-\$2,000
1 Property clerk and storekeeper . . . . .	2,000
Per Day.	
1 Attendant and guide . . . . .	\$5.50
4 Cable splicers . . . . .	\$6.25-\$6.50
5 Inside wiremen . . . . .	6.50
1 Laborer . . . . .	5.00
9 Linemen . . . . .	\$5.50-\$6.00
2 Machinists (7 day) . . . . .	\$5.50-\$6.00
1 Machinist (6 day) . . . . .	\$5.50-\$6.00
1 Radio electrician . . . . .	\$6.10-\$2,000
4 Repairers and linemen . . . . .	\$5.75-\$6.25

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## TEMPORARY.

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

## CHIEF OF DEPARTMENT.

DANIEL F. SENNOTT.

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

*Assistant Chief of Department*, HENRY A. FOX.

## DIVISION 1.

*Deputy Chiefs*, HENRY J. POWER and JOHN J. KELLEY.

Headquarters, Ladder House 8, Fort Hill Square.

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

*District 1.*

*District Chiefs*, THOMAS E. CONROY and HENRY KRAKE.

Headquarters, Ladder House 2, Paris Street,

East Boston.

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

*District 2.*

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

Headquarters, Engine House 50, Winthrop Street, Charlestown.

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

*District 3.*

*District Chiefs*, MICHAEL SILVA and JOHN J. KENNEY.

Headquarters, Ladder House 18, Pittsburgh Street.

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

*District 4.*

*District Chiefs*, AVERY B. HOWARD and JOHN F. McDONOUGH.

Headquarters, Engine House 4, Bulfinch Street.

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

*District 5.*

*District Chiefs*, LOUIS C. I. STICKEL and JOHN F. WATSON.

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

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

*DIVISION 2.*

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

Headquarters, Engine House 22, Warren Avenue.  
This division comprises Districts 6, 7, 8, 11.

*District 6.*

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

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

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

*District 7.*

*District Chiefs*, THOMAS H. DOWNEY and WILLIAM F. QUIGLEY.

Headquarters, Engine House 22, Warren Avenue.

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

*District 8.*

*District Chiefs*, FRANK J. SHEERAN and VICTOR H. RICHER.

Headquarters, Ladder House 12, Tremont Street.

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

*District 11.*

*District Chiefs*, THOMAS H. ANDREOLI and CORNELIUS J. O'BRIEN.

Headquarters, Engine House 41, Harvard Avenue, Brighton.

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

*DIVISION 3.*

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

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

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

*District 9.*

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

Headquarters, Engine House 12, Dudley Street.

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

*District 10.*

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

Headquarters, Engine House 18, Harvard Street, Dorchester.

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

*District 12.*

*District Chiefs*, JOHN N. LALLY and DENNIS DRISCOLL.

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

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

*District 13.*

*District Chiefs*, MICHAEL J. KENNEDY and CHARLES DONOHUE.

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

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

*District 14.*

*District Chiefs*, ALLAN J. MACDONALD and JAMES MAHONEY.

Headquarters, Engine House 46, Peabody Square, Dorchester.

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

*District 15.*

*District Chiefs*, JOHN P. MURRAY and JOHN F. MURPHY.

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

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



## FIRE DEPARTMENT STATIONS.

STATIONS.	Location.	Ward.	Number of Feet.	ASSESSED VALUES.			Remarks.
				Total.	Land.	Buildings.	
Engine 1.....	Dorchester and Fourth streets.....	6	8,169	51,400	10,800	40,600	Engine 1 and Ladder 5.
Engine 2.....	O and Fourth streets.....	6	4,000	19,200	2,200	17,000	
Engine 3.....	440 Harrison avenue.....	3	4,000	30,000	11,000	19,000	Engine 3 and Ladder 3.
Engine 4.....	3 Bulfinch street.....	3	6,098	100,000	60,900	39,100	
Engine 5.....	64 Marion street.....	1	3,265	28,200	2,000	26,200	
Engine 6.....	24 Levee street.....	3	2,569	40,000	10,000	30,000	
Engine 7.....	East street.....	3	1,893	90,000	47,300	42,700	
Engine 8.....	133 Salem street.....	3	2,568	60,700	22,700	38,000	
Engine 9.....	60 Paris street.....	1	4,720	33,300	8,300	25,000	Engine 9 and Ladder 2.
Engine 10.....	60 River street.....	5	1,886	24,500	14,200	10,300	
Engine 11.....	761 Stratton street.....	1	10,000	40,000	5,000	35,000	Engine 11 and Ladder 21.
Engine 12.....	411 Dudley street.....	8	7,320	40,000	10,900	29,100	
Engine 13.....	201 Chok street.....	9	4,832	14,800	4,800	10,000	
Engine 14.....	27 Centre street.....	9	5,713	19,600	4,600	15,000	
Engine 15.....	109 Dorchester avenue.....	6	2,803	24,200	4,200	20,000	
Engine 16.....	45 River street.....	17	12,736	20,600	3,200	17,400	
Engine 17.....	Perish street.....	15	9,450	17,300	3,300	14,000	Engine 17 and Ladder 7.

## FIRE DEPARTMENT.

STATIONS.	Location.	Ward.	Number of Feet.	ASSESSED VALUES.			Remarks.
				Total.	Land.	Buildings.	
Engine 18.....	30 Harvard street.....	17	9,440	18,800	3,800	15,000	
Engine 19.....	128 Babson street.....	18	7,683	14,500	1,500	13,000	
Engine 20.....	32 Walnut street.....	16	7,500	18,200	3,000	15,200	Engine 20 and Ladder 27.
Engine 21.....	641 Columbia road.....	7	10,341	77,500	12,900	65,000	
Engine 22.....	72 Warren avenue.....	4	7,500	65,000	24,500	40,500	Engine 22 and Ladder 13.
Engine 23.....	84 Northampton street.....	8	3,445	11,000	5,200	5,800	
Engine 24.....	434 Warren street.....	12	4,186	18,300	3,300	15,000	
Engine 25.....	Fort Hill square.....	3	4,175	151,000	108,500	42,500	Engine 25, Ladder 8, Water Tower 1.
Engine 26.....	Elm street.....	2	2,600	17,500	3,200	14,300	
Engine 27.....	659 Centre street.....	19	10,377	44,000	15,600	28,400	Engine 28 and Ladder 10.
Engine 28.....	30 Chestnut Hill avenue.....	22	14,358	38,000	8,600	30,000	Engine 29 and Ladder 11.
Engine 29.....	1940 Centre street.....	20	12,251	25,000	4,000	21,000	Engine 30 and Ladder 25.
Engine 30.....	531 Commercial street.....	3	*				
Engine 31.....	440 Bunker Hill street.....	2	8,188	25,000	7,400	17,600	
Engine 32.....	941 Boylston street.....	5	5,648	102,000	73,400	28,600	Engine 33 and Ladder 15.
Engine 33.....	444 Western avenue.....	22	4,637	17,800	800	17,000	
Engine 34.....	44 Monument street.....	2	5,668	21,000	2,800	18,200	Engine 36 and Ladder 22.
Engine 35.....	352 Longwood avenue.....	4	5,231	25,000	15,700	9,300	Engine 37 and Ladder 26.
Engine 36.....	344 Congress street.....	6	4,000	53,000	26,000	27,000	
Engine 37.....	258 Summer street.....	1	4,010	67,000	3,000	64,000	
Engine 38.....	16 Harvard avenue.....	21	6,112	34,500	6,100	28,400	Engine 41 and Ladder 14.
Engine 39.....	3089 Washington street.....	11	3,848	22,000	2,900	20,000	Engine 42 and Ladder 30.

\* No land or building assessed to Fire Department, but all under "Atkins Wharf."

## Fire Department Stations.—Concluded.

Stations.	Location.	Ward.	Number Feet.	Assessed Values.			Remarks.
				Total.	Land.	Buildings.	
Engine 43.....	5 Boston street.....	7	5,133	19,600	4,000	15,600	Engine 43 and Ladder 20.
Engine 44.....	Northern avenue.....	6	.....	31,000	.....	31,000	.....
Engine 45.....	4246 Washington street.....	19	14,729	30,400	7,400	23,000	Engine 45 and Ladder 16.
Engine 46.....	1884 Dorchester avenue.....	16	4,875	23,700	3,700	20,000	.....
Engine 47.....	Adjoining South Ferry.....	1	11,960	31,600	21,600	10,000	.....
Engine 48.....	Harvard avenue.....	18	9,450	40,100	6,100	34,000	Engine 48 and Ladder 28.
Engine 49.....	217 East Milton street.....	18	14,475	35,600	3,600	32,000	.....
Engine 50.....	34 Windrop street.....	2	3,000	28,900	3,900	25,000	.....
Engine 51.....	425 Faneuil street.....	22	9,880	42,000	2,000	40,000	.....
Engine 52.....	120 Callender street.....	14	7,900	13,300	1,200	12,000	Engine 52 and Ladder 20.
Engine 53.....	16 Walk Hill street.....	19	11,253	17,800	2,800	15,000	.....
Ladder 1.....	152 Friend street.....	3	1,676	40,000	26,800	13,200	.....
Ladder 4.....	198 Dudley street.....	8	3,923	40,000	5,900	34,100	.....
Ladder 9.....	333 Main street.....	2	4,290	16,000	6,000	10,000	.....
Ladder 12.....	1046 Tremont street.....	9	4,311	25,600	8,600	17,000	.....
Ladder 17.....	160 Harrison avenue.....	3	2,134	28,100	10,700	17,400	.....
Ladder 18.....	9 Pittsburgh street.....	6	8,064	58,000	31,300	26,700	Ladder 18 and Water Tower 3.

Ladder 19.....	715 East Fourth street.....	6	3,100	10,700	1,700	9,000	.....
Ladder 23.....	Washington street.....	14	6,875	21,800	3,400	18,400	.....
Ladder 24.....	North Grove street.....	3	3,918	19,800	9,800	10,000	.....
Ladder 31.....	381 Saratoga street.....	1	9,200	40,600	5,600	35,000	.....
Headquarters.....	60 Bristol street.....	3	15,679	118,000	19,600	98,400	.....
Bureau of Supplies and Repairs.....	363 Albany street.....	3	8,000	68,000	18,000	50,000	.....
Fire alarm shop.....	11 Wareham street.....	8	8,500	40,000	12,700	27,300	.....
Garage.....	618 Harrison avenue.....	8	3,816	11,000	7,600	3,400	.....
Veterinary Hospital.....	Atkinson street *.....	8	46,042	90,000	69,100	20,900	.....
Rescue 1.....	25 Church street.....	5	3,412	32,000	20,400	11,600	.....
Fire Alarm station.....	59 Fenway †.....	4	.....	.....	.....	.....	.....
.....	10 Warrenton street.....	.....	3	8,150	57,000	57,000	Vacant land.

\* Assessed as 46,042 feet of land to the Public Works Department.  
† No assessment on land. Building is in the Park Department.

## ENGINES.

Number.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinders.	Diameter of Pump.	Stroke.	Capacity.	Weight (Pounds).
1.....	American-LaFrance pump.....	Dec. 19, 1921	.....	.....	51	.....	6	1,000 gallons.	11,300
2.....	Seagrave triple combination pump.....	June 20, 1917	.....	.....	51	.....	6 1/2	750 gallons.	15,500
3.....	American-LaFrance pump.....	April 30, 1926	.....	.....	51	.....	6	750 gallons.	12,000
4.....	American-LaFrance pump.....	May 3, 1926	.....	.....	51	.....	6	750 gallons.	12,000
5.....	American-LaFrance pump.....	Sept. 27, 1919	.....	.....	51	.....	6	1,000 gallons.	11,300
6.....	American-LaFrance pump.....	July 13, 1922	.....	.....	51	.....	6	750 gallons.	11,030
7.....	American-LaFrance pump.....	Nov. 22, 1921	.....	.....	51	.....	6	1,000 gallons.	11,300
8.....	American-LaFrance pump.....	May 25, 1923	.....	.....	51	.....	6	750 gallons.	11,030
9.....	American-LaFrance pump.....	July 24, 1923	.....	.....	51	.....	6	750 gallons.	11,030
10.....	American-LaFrance pump.....	Sept. 3, 1920	.....	.....	51	.....	6	1,000 gallons.	11,300
11.....	American-LaFrance pump.....	May 21, 1925	.....	.....	51	.....	6	750 gallons.	11,030
12.....	American-LaFrance pump.....	July 19, 1922	.....	.....	51	.....	6	750 gallons.	11,030
13.....	American-LaFrance pump.....	July 20, 1922	.....	.....	51	.....	6	750 gallons.	11,030
14.....	American-LaFrance pump.....	May 23, 1925	.....	.....	51	.....	6	750 gallons.	11,030
15.....	American-LaFrance pump.....	Oct. 22, 1924	.....	.....	51	.....	6	750 gallons.	11,030
16.....	American-LaFrance pump (triple combination).	Dec. 5, 1919	.....	.....	51	.....	6	750 gallons.	12,000

## FIRE DEPARTMENT.

17.....	American-LaFrance pump.....	Aug. 14, 1923	.....	.....	51	.....	6	750 gallons.	11,030
18.....	American La France pump.....	Oct. 28, 1921	.....	.....	51	.....	6	750 gallons.	11,030
19.....	Seagrave triple combination pump.....	May 9, 1917	Repair shop.....	1925	51	.....	6 1/2	750 gallons.	15,500
20.....	American-LaFrance pump.....	Oct. 29, 1921	.....	.....	51	.....	6	750 gallons.	11,030
21.....	American-LaFrance pump.....	Oct. 16, 1924	.....	.....	51	.....	6	750 gallons.	11,030
22.....	American-LaFrance pump.....	Aug. 31, 1923	.....	.....	51	.....	6	750 gallons.	11,030
23.....	American-LaFrance pump.....	May 1, 1920	.....	.....	51	.....	6	1,000 gallons.	11,300
24.....	American-LaFrance pump.....	July 21, 1922	.....	.....	51	.....	6	750 gallons.	11,030
25.....	American-LaFrance pump.....	April 30, 1926	.....	.....	51	.....	6	750 gallons.	12,000
26.....	American-LaFrance pump.....	Dec. 10, 1920	American-LaFrance Company.....	1923	51	.....	6	1,000 gallons.	11,300
27.....	American-LaFrance pump.....	July 17, 1923	.....	.....	51	.....	6	750 gallons.	11,030
28.....	American-LaFrance pump.....	May 12, 1926	.....	.....	51	.....	6	750 gallons.	12,000
29.....	American-LaFrance pump.....	Sept. 19, 1923	.....	.....	51	.....	6	750 gallons.	11,030
30.....	American-LaFrance pump.....	Oct. 18, 1921	.....	.....	51	.....	6	750 gallons.	11,030
31.....	(C. F. Blake Manufacturing Company fireboat.	1914	.....	.....	17	10	11	1 pump, 3,000 gallons.	104 tons.
32.....	American-LaFrance pump.....	May 15, 1926	.....	.....	51	.....	6	750 gallons.	12,000
33.....	American-LaFrance pump.....	Aug. 28, 1923	.....	.....	51	.....	6	750 gallons.	11,030
34.....	American-LaFrance pump.....	Aug. 6, 1923	.....	.....	51	.....	6	750 gallons.	11,030
35.....	American-LaFrance pump.....	July 20, 1919	.....	.....	51	.....	6	750 gallons.	11,030
36.....	American-LaFrance pump.....	May 22, 1925	.....	.....	51	.....	6	750 gallons.	11,030
37.....	American-LaFrance pump.....	July 11, 1923	.....	.....	51	.....	6	750 gallons.	11,030
38.....	American-LaFrance pump.....	May 3, 1926	.....	.....	51	.....	6	750 gallons.	12,000



## Engines.—Concluded.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Capacity.	Weight (Pounds).
39.....	American-LaFrance pump.....	Oct. 14, 1924	.....	.....	5½	.....	6	750 gallons.	11,030
40.....	American-LaFrance pump.....	July 24, 1923	.....	.....	5½	.....	6	750 gallons.	11,030
41.....	American-LaFrance pump.....	Jan. 20, 1921	.....	.....	5½	.....	6	750 gallons.	11,030
42.....	American-LaFrance pump.....	Oct. 10, 1924	.....	.....	5½	.....	6	750 gallons.	11,030
43.....	American-LaFrance pump.....	Oct. 14, 1922	.....	.....	5½	.....	6	750 gallons.	11,030
44.....	(American Fire Engine Company (fireboat).)	Aug. 1895	.....	.....	(12½ H. P., 18 L. P.)	10	11	(2 sets of pumps, 6,000 gallons, tons.	178
45.....	American-LaFrance pump.....	Aug. 31, 1922	.....	.....	5½	.....	6	750 gallons.	11,030
46.....	American-LaFrance pump.....	Sept. 18, 1923	.....	.....	5½	.....	6	750 gallons.	11,030
47.....	(G. F. Blake Manufacturing Company (fireboat).)	Aug. 1909	.....	.....	(12 H. P., 22 L. P.)	10	11	(2 sets of pumps, 6,000 gallons, tons.	178
48.....	American-LaFrance pump.....	Sept. 12, 1922	.....	.....	5½	.....	6	750 gallons.	11,030
49.....	American-LaFrance pump.....	Oct. 17, 1921	.....	.....	5½	.....	6	750 gallons.	11,030
50.....	American-LaFrance pump.....	March 2, 1920	.....	.....	5½	.....	6	1,000 gallons.	11,300
51.....	American-LaFrance pump.....	Dec. 19, 1921	.....	.....	5½	.....	6	750 gallons.	11,030
52.....	American-LaFrance pump (triple combination.)	Nov. 15, 1919	.....	.....	5½	.....	6	750 gallons.	12,000
53.....	Seagrave pump (triple combination.)	Aug. 12, 1916	.....	.....	5½	.....	6½	750 gallons.	15,420

## FIRE DEPARTMENT.

## Engines in Reserve.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Capacity.	Weight (Pounds).
100-P....	American-LaFrance pump.....	July 3, 1914	.....	.....	5½	.....	6	750 gallons.	11,200
101-P....	American-LaFrance pump.....	Aug. 2, 1914	.....	.....	5½	.....	6	750 gallons.	11,200
125-P....	American-LaFrance pump.....	Nov. 1, 1919	.....	.....	5½	.....	6	750 gallons.	11,030
129-P....	American-LaFrance pump.....	Oct. 25, 1920	.....	.....	5½	.....	6	750 gallons.	11,030
132-P....	American-LaFrance pump.....	March 26, 1920	.....	.....	5½	.....	6	750 gallons.	10,500
135-P....	American-LaFrance pump.....	Oct. 18, 1920	.....	.....	5½	.....	6	750 gallons.	10,500
137-P....	American-LaFrance pump.....	Nov. 15, 1920	.....	.....	5½	.....	6	750 gallons.	10,500
144-P....	American-LaFrance pump.....	Dec. 10, 1921	.....	.....	5½	.....	6	750 gallons.	11,030
123-T....	(Christie tractor (Manchester Locomotive Works).)	Jan. 1904	.....	.....	7½	4½	8	Second size.	13,140
133-T....	(Christie tractor (Amoskeag Manufacturing Company).)	July 30, 1920	.....	.....	8½	5	8	First size.	14,350
113-T....	(Christie tractor (American Locomotive Works).)	July, 1903	J. B. Fillard & Son.....	1919	8½	5	8	First size.	14,350
		Dec., 1915	Manchester Locomotive Works,	1916	8½	5	8	First size.	14,240

## HOSE CARS.

Number.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Stroke.	Weight (Pounds.)
1.....	Seagrave combination.....	Aug. 15, 1917	.....	.....	5½	6½	11,500
3.....	Seagrave combination.....	July 19, 1917	.....	.....	5½	6½	11,550
4.....	American-LaFrance high pressure car No. 3.....	Sept. 16, 1921	.....	.....	5½	6	13,600
5.....	American-LaFrance combination.....	Sept. 10, 1919	.....	.....	5½	6	9,470
6.....	American-LaFrance combination.....	Oct. 6, 1927	.....	.....	5½	6	10,500
7.....	American-LaFrance high pressure hose car No. 1.....	Jan. 5, 1921	.....	.....	5½	6	11,240
8.....	American-LaFrance combination.....	Oct. 6, 1927	.....	.....	5½	6	10,500
9.....	American-LaFrance combination.....	July 24, 1923	.....	.....	5½	6	9,500
10.....	American-LaFrance combination.....	Dec. 15, 1920	.....	.....	5½	6½	12,050
11.....	Seagrave combination.....	Feb. 5, 1917	.....	.....	5½	6	10,500
12.....	American-LaFrance combination.....	July 21, 1922	.....	.....	5½	6	10,500
13.....	American-LaFrance combination.....	Aug. 5, 1922	.....	.....	5½	6	12,000
14.....	American-LaFrance combination.....	May 23, 1925	.....	.....	5½	6½	12,100
15.....	Seagrave combination.....	Aug. 11, 1917	.....	.....	5½	6½	11,850
17.....	Seagrave combination.....	Jan. 18, 1917	.....	.....	5½	6	10,500
18.....	American-LaFrance combination.....	June 9, 1926	.....	.....	5½	6	9,500
19.....	American-LaFrance combination.....	June 23, 1920	.....	.....	5½	6	9,500

## FIRE DEPARTMENT.

20.....	American-LaFrance combination.....	March 15, 1920	.....	.....	5½	6	9,500
21.....	Seagrave combination.....	Feb. 15, 1917	.....	.....	5½	6½	12,020
22.....	Seagrave combination.....	Sept. 18, 1917	.....	.....	5½	6½	11,560
23.....	American-LaFrance combination.....	May 1, 1920	.....	.....	5½	6	10,100
24.....	American-LaFrance combination.....	Aug. 1, 1922	.....	.....	5½	6	10,500
25.....	American-LaFrance high pressure hose car No. 2.....	Feb. 5, 1921	.....	.....	5½	6	13,600
26.....	American-LaFrance combination.....	Oct. 11, 1927	.....	.....	5½	6	10,500
27.....	American-LaFrance combination.....	July 17, 1923	.....	.....	5½	6	10,500
28.....	American-LaFrance combination.....	April 13, 1920	.....	.....	5½	6	9,500
29.....	American-LaFrance combination.....	Sept. 10, 1923	.....	.....	5½	6	9,500
30.....	American-LaFrance combination.....	June 4, 1926	.....	.....	5½	6	10,500
32.....	American-LaFrance combination.....	Oct. 23, 1919	.....	.....	5½	6	9,500
33.....	Seagrave combination.....	July 9, 1917	.....	.....	5½	6½	11,550
34.....	American-LaFrance combination.....	Aug. 6, 1923	.....	.....	5½	6	9,500
35.....	American-LaFrance combination.....	Sept. 26, 1927	.....	.....	5½	6	10,500
36.....	Seagrave combination.....	Aug. 13, 1917	.....	.....	5½	6½	12,100
37.....	American-LaFrance combination.....	March 22, 1921	.....	.....	5½	6	9,500
38.....	Mack combination.....	Sept. 28, 1915	.....	.....	5½	6	13,300
39.....	Seagrave combination.....	Sept. 27, 1917	.....	.....	5½	6½	12,500
40.....	American-LaFrance combination.....	July 24, 1923	.....	.....	5½	6	9,500
41.....	American-LaFrance combination.....	Oct. 11, 1927	.....	.....	5½	6	10,500
42.....	Seagrave combination.....	July 5, 1918	.....	.....	5½	6½	12,100

## Hose Cars.—Concluded.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Stroke.	Weight (Pounds.)
43.....	American-LaFrance combination.....	May 25, 1925	.....	.....	5½	6	12,000
45.....	American-LaFrance combination.....	Sept. 9, 1923	.....	.....	5½	6	9,500
46.....	American-LaFrance combination.....	June 2, 1926	.....	.....	5½	6	10,500
48.....	American-LaFrance combination.....	Feb. 1, 1921	.....	.....	5½	6	9,500
49.....	American-LaFrance combination.....	Jan. 24, 1921	.....	.....	5½	6	9,500
50.....	American-LaFrance combination.....	Oct. 3, 1927	.....	.....	5½	6	10,500
51.....	American-LaFrance combination.....	Feb. 28, 1920	.....	.....	5½	6	9,500
53.....	American-LaFrance combination.....	April 9, 1920	.....	.....	5½	6	9,500

## Hose Cars in Reserve.

NUMBER.	Built by	Put in	Rebuilt by	Date.	Diameter of Cylinder.	Stroke.	Weight (Pounds.)
301.....	American-LaFrance combination.....	Sept. 5, 1912	.....	.....	5½	6	8,873
302.....	American-LaFrance combination.....	April 18, 1913	.....	.....	5½	6	8,789
303.....	American-LaFrance combination.....	May 14, 1913	.....	.....	5½	6	8,790
305.....	American-LaFrance combination.....	Aug. 24, 1914	.....	.....	5½	6	8,680
306.....	American-LaFrance combination.....	March 23, 1915	.....	.....	5½	6	9,380
312.....	Seagrave combination.....	Feb. 10, 1917	.....	.....	5½	6½	11,300
316.....	Seagrave combination.....	July 9, 1917	.....	.....	5½	6½	11,300



## LADDERS.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight (Pounds.)
1.....	American-LaFrance, Type 17 (85-foot).....	May 15, 1926	.....	359	Aerial.	17,000
2.....	American-LaFrance, Type 17 (75-foot).....	Oct. 15, 1923	.....	412	Aerial.	16,500
3.....	American-LaFrance, Type 17 (75-foot).....	May 27, 1922	.....	337	Aerial.	16,500
4.....	American-LaFrance, Type 17 (85-foot).....	Jan. 8, 1925	Boston Fire Department Repair Shop.	332	Aerial.	17,000
5.....	Seagrave (75-foot).....	June 4, 1917	.....	311	Aerial.	16,500
6.....	American-LaFrance, Type 14.....	Aug. 30, 1923	.....	198	8	11,500
7.....	American-LaFrance, Type 14.....	Aug. 14, 1923	.....	247	9	11,500
8.....	American-LaFrance, Type 17.....	Oct. 31, 1921	.....	394	Aerial.	22,030
9.....	Seagrave (85-foot).....	Jan. 26, 1915	.....	386	Aerial.	17,000
10.....	American-LaFrance, Type 17 (85-foot).....	Nov. 22, 1927	.....	297	11	11,500
11.....	American-LaFrance, Type 14.....	Oct. 18, 1920	.....	297	Aerial.	17,000
12.....	American-LaFrance, Type 31 (75-foot).....	May 23, 1925	.....	391	Aerial.	17,000
13.....	American-LaFrance, Type 31 (85-foot).....	Nov. 8, 1919	.....	335	Aerial.	16,500
14.....	American-LaFrance, Type 31 (85-foot).....	Oct. 1, 1919	.....	351	Aerial.	17,000
15.....	American-LaFrance, Type 31 (85-foot).....	May 16, 1921	.....	351	Aerial.	17,000
16.....	American-LaFrance, Type 31 (85-foot).....	Jan. 11, 1920	.....	352	Aerial.	17,000
17.....	American-LaFrance, Type 14.....	Sept. 18, 1923	.....	268	10	11,500
18.....	American-LaFrance, Type 17 (85-foot).....	May 10, 1925	.....	301	Aerial.	17,000

## FIRE DEPARTMENT.

18.....	American-LaFrance, Type 17.....	Feb. 2, 1926	.....	305	Aerial.	17,000
19.....	Seagrave (85 foot).....	April, 1910	.....	266	10	11,500
20.....	American-LaFrance, Type 14.....	Sept. 28, 1923	.....	338	Aerial.	17,000
21.....	American-LaFrance, Type 17 (85-foot).....	Nov. 19, 1927	.....	259	10	11,500
22.....	American-LaFrance, Type 14.....	Aug. 5, 1926	.....	229	10	11,500
23.....	American-LaFrance, Type 14.....	Oct. 14, 1924	.....	321	Aerial.	17,000
24.....	American-LaFrance, Type 17 (85-foot).....	May 17, 1926	.....	252	10	11,500
25.....	American-LaFrance, Type 14.....	Oct. 18, 1923	.....	285	11	11,500
26.....	American-LaFrance, Type 14.....	Aug. 26, 1926	.....	272	Aerial.	17,000
27.....	American-LaFrance, Type 17, Tractor.....	July 11, 1925	Boston Fire Department Repair Shop.	260	10	11,500
28.....	Seagrave (75-foot).....	July 27, 1915	.....	272	10	11,500
29.....	American-LaFrance, Type 14.....	Oct. 4, 1923	.....	258	10	11,500
30.....	American-LaFrance, Type 14.....	Nov. 8, 1920	.....	358	Aerial.	16,500
31.....	American-LaFrance, Type 17 (75-foot).....	Aug. 5, 1926	.....	344	12	11,500
32.....	American-LaFrance, Type 17 (75-foot).....	Oct. 17, 1923	.....			
33.....	American-LaFrance, Type 14.....	Aug. 3, 1926	.....			

*Reserve Ladders.*

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight, (Pounds.)
200.....	American-LaFrance, Type 14.....	Dec. 13, 1912	.....	.....	.....	10,810
201.....	American-LaFrance, Type 14.....	Jan. 23, 1913	.....	.....	.....	10,835
202.....	American-LaFrance, Type 14.....	May 5, 1913	.....	.....	.....	11,500
203.....	American-LaFrance, Type 14.....	Dec. 30, 1913	.....	.....	.....	11,500
209-T.....	American-LaFrance, Type 17, Tractor.....	Dec. 2, 1928	.....	.....	.....	17,000
220-T.....	American-LaFrance (75-foot).....	Dec. 2, 1891	.....	.....	.....	17,000
220-T.....	American-LaFrance, Type 17, Tractor.....	Aug. 3, 1926	.....	.....	.....	17,000
223-T.....	American-LaFrance (85-foot).....	Aug. 1911	.....	.....	.....	17,000
223-T.....	American-LaFrance, Type 17, Tractor.....	Sept. 28, 1926	.....	.....	.....	17,000
223-T.....	American-LaFrance (85-foot).....	Sept. 28, 1906	.....	.....	.....	17,000

*RESCUE CARS.*

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

*WATER TOWERS.*

NUMBER.	Serial Number.	Built by	Put in Service.
1.....	401-T.....	American-LaFrance, Type 17, Tractor.....	Jan. 18, 1927
		American-LaFrance, Tower.....	Oct. 30, 1912
2.....	404-T.....	Kansas City Fire Department Supply Company.....	May 17, 1920
		American-LaFrance, Type 17, Tractor.....	April 14, 1928
3.....	403-T.....	International Company.....	Nov. 2, 1903
		American-LaFrance, Type 17, Tractor.....	Jan. 5, 1928
Reserve.....	402-T.....	American-LaFrance, Type 17, Tractor.....	Nov. 12, 1928
		Kansas City Fire Department Supply Company.....	Dec. 18, 1903

## TOOLS AND MACHINERY IN MAINTENANCE DIVISION REPAIR SHOP.

Blacksmith Shop.	Boiler Room.	Hose and Harness Shop.	Main Floor.	Wheelwright and Machine Shop.
5 forges. 1 electric power hammer. 1 tire upsetter. 1 punch and shears. 1 lever shears. 1 tire roller. 1 rubber tire setter. 1 bolt cutter. 1 fan blower. 1 power hack saw.	3 vertical tubular boilers, each 75 horse power. 2 Blake boiler feed pumps.	1 Buckley electric hose test- ing and expanding engine. 2 electrically-driven sewing machines, numerous tools and appliances for repair- ing hose and harnesses.	1 Knowles triplex pump for hose testing. 1 Richardson-Phoenix mo- tor oil purifier (Model L). 1 hydraulic press, 60-ton. 1 3-ton overhead crane. 1 air compressor and stor- age tank. 1 5-ton auto ambulance. Appliances for repairing and charging batteries. 1 weaver tire changing tool. 1 exhaust blower. Also tools for the repair of automobile apparatus.	1 15 horse power motor. 1 each engine lathe, with foot beds, 28 by 14 by 14, 14 by 8, and 14 by 6 (belt-driven). 1 16 by 8 electric-driven engine lathe. 1 16 by 10 speed lathe. 1 16 by 10 wood lathe. 1 26 by 26 planer, 8-foot bed. 1 planer, 16 by 29, shaper. 1 radial drill. 3 upright drills. 1 wall drill; 1 circular saw; 1 band saw. 1 boring and mortising machine. 2 buzz planers. 1 grindstone: 1 Syntron electric hammer; numerous small tools. 1 Brown & Sharpe Universal Milling ma- chine. 1 motor-driven valve grinding machine. 1 electric emery wheel. 1 heavy duty bench lining machine. 1 3 horse power pedestal grinder.

## HOSE.

## Hose Purchased.

	Feet
Leading cotton hose . . . . .	17,560
$\frac{3}{4}$ -inch chemical hose . . . . .	2,300
1-inch deck hose . . . . .	100
<b>Total . . . . .</b>	<b>19,960</b>

## Hose Condemned.

	Feet.
Leading cotton hose . . . . .	11,880
3-inch flexible suction . . . . .	303 $\frac{1}{2}$
$\frac{3}{4}$ -inch deluge hose . . . . .	350 $\frac{1}{2}$
4-inch hard rubber suction . . . . .	152
$\frac{3}{4}$ -inch chemical hose . . . . .	1,850
1-inch steam hose . . . . .	175
1-inch extinguisher hose . . . . .	212 $\frac{1}{2}$
$\frac{3}{4}$ -inch shower bath hose . . . . .	61
<b>Total . . . . .</b>	<b>14,984<math>\frac{1}{2}</math></b>

## Hose in Use.

	Feet.
Leading cotton hose . . . . .	151,371
3-inch flexible suction . . . . .	790
$\frac{3}{4}$ -inch deluge hose . . . . .	613
4-inch hard rubber suction . . . . .	1,050
$\frac{3}{4}$ -inch chemical hose . . . . .	20,650
1-inch deck hose . . . . .	900
<b>Total . . . . .</b>	<b>175,374</b>

## Hose in Stock.

	Feet.
Leading cotton hose . . . . .	7,300
3-inch flexible suction hose . . . . .	66
4-inch hard rubber suction . . . . .	115 $\frac{1}{2}$
$\frac{3}{4}$ -inch chemical hose . . . . .	1,050
<b>Total . . . . .</b>	<b>8,531<math>\frac{1}{2}</math></b>

## Hose Repaired.

	Feet.
Leading cotton hose . . . . .	23,360
$\frac{3}{4}$ -inch chemical hose . . . . .	5,600
1-inch deck hose . . . . .	50
<b>Total . . . . .</b>	<b>29,010</b>



GASOLENE STATIONS.  
DIVISION NO. 1.

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

DIVISION NO. 2.

Districts.	Locations.	Capacity. (Gallons.)	Pump.
6.....	Engine 1.....	280	1 gallon.
6.....	Engine 2.....	280	1 gallon.
6.....	Engine 15.....	280	1 gallon.
6.....	Engine 43.....	280	1 gallon.
6.....	Ladder 19.....	550	1 gallon.
7.....	Engine 3.....	280	1 gallon.
7.....	Engine 22.....	550	1 gallon.
7.....	Engine 33.....	280	1 gallon.
7.....	Maintenance Division, repair shop.....	550	1 gallon.
7.....	Department garage.....	280	5 gallons.
7.....	Fire alarm shop.....	280	1 gallon.
8.....	Engine 13.....	550	1 gallon.
8.....	Engine 14.....	550	1 gallon.
8.....	Engine 37.....	120	1 gallon.
8.....	Ladder 12.....	280	1 gallon.
11.....	Engine 29.....	280	1 gallon.
11.....	Engine 34.....	280	1 gallon.
11.....	Engine 41.....	280	1 gallon.
11.....	Engine 51.....	280	1 gallon.

## DIVISION No. 3.

DISTRICTS.	LOCATIONS.	CAPACITY. (GALLONS.)	PUMP.
9.....	Engine 12.....	550	1 gallon.
9.....	Engine 21.....	550	1 gallon.
9.....	Engine 23.....	280	1 gallon.
9.....	Ladder 4.....	120	1 gallon.
10.....	Engine 17.....	550	5 gallons.
10.....	Engine 18.....	280	1 gallon.
10.....	Engine 53.....	220	1 gallon.
12.....	Engine 28.....	280	1 gallon.
12.....	Engine 42.....	550	1 gallon.
12.....	Ladder 23.....	220	1 gallon.
13.....	Engine 30.....	280	1 gallon.
13.....	Engine 45.....	550	1 gallon.
13.....	Engine 53.....	120	1 gallon.
14.....	Engine 20.....	280	1 gallon.
14.....	Engine 46.....	220	1 gallon.
14.....	Ladder 6.....	280	1 gallon.
15.....	Engine 19.....	280	1 gallon.
15.....	Engine 48.....	280	1 gallon.
15.....	Engine 49.....	280	1 gallon.

## CANNEL COAL STATIONS.

## DIVISION No. 1.

DISTRICT.	LOCATIONS.	AMOUNT AT PRESENT. (TONS.)
1.....	Engine 11.....	12
1.....	Ladder 31.....	4
2.....	Engine 36.....	2
4.....	Engine 4.....	1
4.....	Ladder 24.....	30

## DIVISION No. 2.

DISTRICT.	LOCATIONS.	AMOUNT AT PRESENT. (TONS.)
6.....	Engine 2.....	10
6.....	Fourth street (Old Ladder 5).....	20
7.....	Engine 33.....	8
8.....	Engine 13.....	25
8.....	Engine 14.....	1½
8.....	Engine 37.....	2
11.....	Engine 29.....	2½
11.....	Engine 34.....	3½

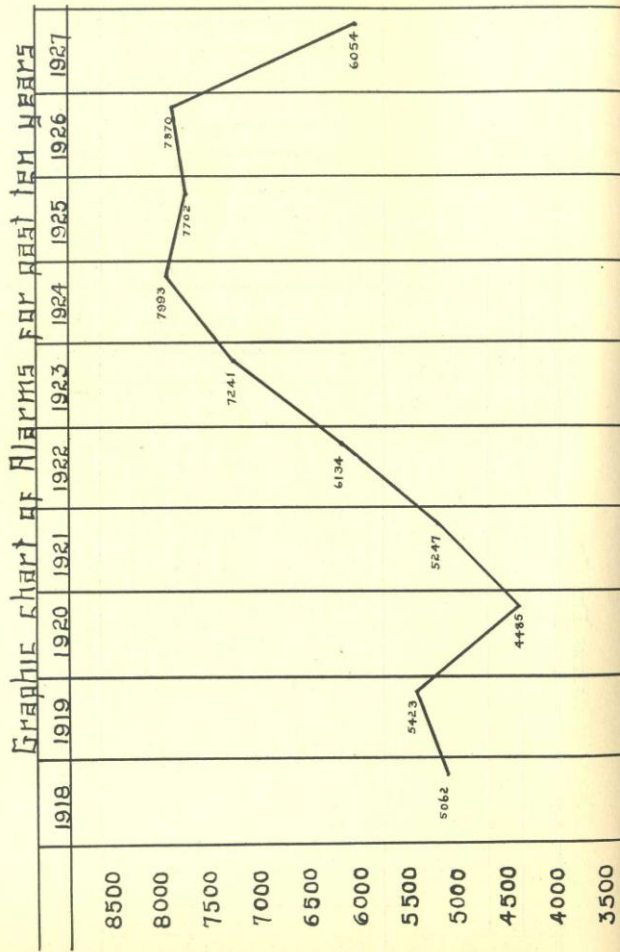
## DIVISION No. 3.

District.	Locations.	Amount at Present. (Tons.)
9.	Engine 12.	2
9.	Engine 21.	3
9.	Engine 23.	3
9.	Engine 24.	7
10.	Engine 18.	2
12.	Engine 28.	2
13.	Engine 30.	2
13.	Engine 45.	12
14.	Engine 16.	4
14.	Engine 46.	11
15.	Engine 19.	4
15.	Engine 48.	1
15.	Engine 49.	4

## ALARMS, FIRE LOSSES AND INSURANCE.

Months.	ALARMS RECEIVED.					Loss.	INSURANCE.		ALARMS.				Extended to Others.	Not in Building.	Out of City.	Damage None.	Damage Slight.	Damage Considerable.	Totally Destroyed.				
	FROM WHOM.						Buildings.	Contents.	BELL.		STILL.												
	Members.	Police.	Citizens.	Telephone.	Automatic.				Unknown.	Total.	Buildings.	Contents.								Fire.	Needless.		
																						Fire.	Needless.
January.....	11	14	358	166	11	28	588	\$260,403	\$301,484	\$5,411,354	\$3,730,149	219	29	235	69	351	6	94	3	197	225		
February.....	3	9	230	171	7	27	447	111,042	103,222	3,295,460	1,726,821	166	28	13	172	63	264	3	66	5	118	201	14
March.....	12	15	429	339	15	29	839	202,905	153,220	14,318,080	1,227,467	329	28	14	396	63	350	7	361	7	267	389	32
April.....	26	26	623	450	17	19	1,161	285,551	320,402	7,370,213	2,231,203	461	19	27	577	68	384	6	642	6	470	534	28
May.....	4	9	257	114	12	28	424	132,265	121,047	9,590,786	1,760,354	174	29	101	43	219	3	111	2	112	213	8	
June.....	3	13	416	202	11	19	664	227,815	169,163	8,662,128	1,730,326	221	20	275	50	277	6	289	4	216	333	14	
July.....	4	11	329	163	11	35	553	90,517	123,301	3,534,420	896,453	226	40	15	209	55	244	4	180	7	152	292	14
August.....	8	7	256	122	12	19	424	102,473	77,918	3,767,000	524,806	188	19	20	146	43	202	5	126	5	108	205	10
September.....	2	7	292	126	10	26	403	82,489	35,139	4,770,301	1,324,584	191	26	181	39	205	4	162	1	134	230	7	
October.....	1	6	308	152	9	43	519	137,000	94,006	6,257,454	800,970	197	44	16	200	55	337	3	152	5	144	243	5
November.....	6	6	329	161	11	38	551	158,274	70,759	2,694,322	519,307	215	23	222	48	259	4	172	1	175	245	16	
December.....	7	8	360	284	9	31	699	199,947	134,140	8,947,185	2,608,679	228	25	24	329	57	331	5	248	3	245	316	21
Totals.....	87	131	4,187	2,450	135	342	7,332	\$1,990,690	\$1,703,361	\$78,789,940	\$18,933,203	2,916	346	220	3,103	653	3,319	56	2,595	49	2,372	3,397	198





CAUSES OF FIRES AND ALARMS, FROM JANUARY 1, 1927,  
TO JANUARY 1, 1928.

Alarms, false, needless, bell and still.....	1,229	Hot ashes in wooden receptacle.....	73
Alarms, out of city.....	49	Incendiary and supposed, Lamp upsetting and explosion.....	103
Automatic alarms, false and accidental.....	84	Miscellaneous.....	503
Automobiles.....	583	Oil stove, careless use and explosion.....	19
Brush, rubbish, etc.....	1,048	Overheated furnace, stove and boiler.....	111
Careless use lamp and candle.....	62	Oil burners.....	37
Careless use matches and set by rats.....	487	Set by boys.....	150
Careless use pipe, cigar, cigarettes.....	716	Spark from chimneys, stove.....	132
Chimneys, soot burning.....	366	Sparks from locomotive, engine.....	30
Clothes near stove.....	7	Spontaneous combustion.....	186
Defective chimney, stove pipe, boiler.....	61	Thawing water pipes.....	15
Electric wires, motors.....	206	Unknown.....	317
Fireworks and firecrackers, Gas jet, gas stove.....	48		
Gasoline, benzine, naphtha.....	31	Total.....	7,332
Grease in ventilator, oven,	11		
	55		

1927.	FIRE EXTINGUISHED BY						
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Streams.	Steamers.	Miscellaneous.	Citizens.
January.....	105	23	136	27	51	60	49
February.....	76	21	85	35	34	56	26
March.....	107	66	129	118	80	162	56
April.....	127	109	191	294	102	154	55
May.....	78	15	72	42	47	36	43
June.....	111	59	116	125	56	44	52
July.....	89	31	102	92	35	45	34
August.....	77	29	70	41	31	34	47
September.....	86	32	80	49	28	53	43
October.....	97	23	103	53	30	49	37
November.....	100	28	84	49	34	97	44
December.....	118	47	118	90	27	139	45
Totals.....	1,171	483	1,286	1,015	555	929	531

## FIRES WHERE LOSSES EXCEEDED \$15,000.

DATE.	Location and Owner.	Loss.
<b>1927.</b>		
Jan. 3.....	5 Albany street, Sobel Shoe Company, Inc.....	\$20,338
Jan. 12.....	286 Walnut avenue, S. Schucker <i>et al.</i> .....	18,440
Jan. 12.....	109 and 111 Waumbek street, J. Gray <i>et al.</i> .....	23,288
Jan. 13.....	531-537 Albany street, Gordon Supply Company <i>et al.</i> .....	152,254
Jan. 13.....	15 and 17 Columbia street, Macey Morris Company <i>et al.</i> .....	41,390
Jan. 24.....	83 Newbury street, Musicians Supply Company <i>et al.</i> .....	50,038
Jan. 26.....	650-654 Centre street, A. S. Pearlman <i>et al.</i> .....	19,288
Jan. 27.....	133-139 North street, A. Baldini Company <i>et al.</i> .....	19,252
Feb. 24.....	332 and 334 A street, American Storage Battery Company <i>et al.</i> .....	42,633
March 6.....	15-18 City square, Waverly Clothing Company <i>et al.</i> .....	16,637
March 25.....	326-338 Atlantic avenue, Argonaut Club <i>et al.</i> .....	37,186
March 30.....	608-672 Centre street, I. Roznov <i>et al.</i> .....	33,622
April 1.....	211 and 213 A street, Sherwin-Sheppard Company <i>et al.</i> .....	50,559
April 3.....	7 and 9 Fish Pier, Whitman, Ward & Lee Company <i>et al.</i> .....	22,248
April 8.....	268-276 Franklin street, E. I. DuPont de Nemours & Co. <i>et al.</i> .....	22,600
April 10.....	145-155 Brighton avenue, T. Murphy <i>et al.</i> .....	77,286
April 13.....	32 and 34 Dorchester avenue, Foss & Co., Inc., <i>et al.</i> .....	32,617
April 13.....	47-53 Farnsworth street, Corn Product Sales Company <i>et al.</i> .....	25,387
April 14.....	24 Crowell street, R. Shiman <i>et al.</i> .....	18,111
April 16.....	Boylston and Amory streets, Boylston Congregational Church.....	17,235
April 21.....	349 Newbury street, School of Fine Arts and Crafts <i>et al.</i> .....	45,687
April 24.....	16 and 18 Brighton street, National Furniture Company <i>et al.</i> .....	16,601
April 30.....	73 and 75 South street, M. N. Berkovitch <i>et al.</i> .....	48,210
May 20.....	321-325 Summer street, Howe & Fenlon <i>et al.</i> .....	44,606
May 24.....	67 Nottinghill road, W. A. Hermanson <i>et al.</i> .....	26,575
May 27.....	88 and 90 Commercial wharf, E. F. Houghton & Co. <i>et al.</i> .....	37,940
May 28.....	28-36 Merchants row, Apartments Dairy Lunch <i>et al.</i> .....	17,568
June 4.....	145-149 Stanford street, United Wearing Apparel, Inc., <i>et al.</i> .....	53,376
June 12.....	24 North street, W. T. Crowther & Son <i>et al.</i> .....	16,892
June 22.....	47 Bay State road, W. L. Shearer <i>et al.</i> .....	133,749
July 16.....	11 Columbia street, J. Hetherington & Sons <i>et al.</i> .....	81,089
Aug. 24.....	112 and 114 Sudbury street, Bankers' Electric Protective Association <i>et al.</i> .....	46,574

## Fire Losses.—Concluded.

DATE.	Location and Owner.	Loss.
Sept. 8.....	Brighton Abbatoir, Butchers' Slaughtering and Melting Association.....	\$35,798
Oct. 3.....	42-48 Woodlawn avenue, J. J. Noonan Estate <i>et al.</i> .....	44,649
Oct. 5.....	35 Hawkins street, C. H. Graves & Sons <i>et al.</i> .....	68,821
Oct. 11.....	89-95 Summer street, J. F. Kilderry <i>et al.</i> .....	15,315
Oct. 18.....	243 North street, Lovell & Covell Company <i>et al.</i> .....	15,762
Nov. 1.....	2101-2115 Washington street, Signal Shoe Company <i>et al.</i> .....	19,080
Nov. 14.....	Cambridge street, Boston & Albany Railroad.....	47,483
Nov. 24.....	45 Englewood avenue, C. Dodd <i>et al.</i> .....	17,393
Dec. 16.....	68 and 70 Bartlett street, J. Boss <i>et al.</i> .....	62,679
Dec. 25.....	170 and 172 Washington street, S. J. Beckwith & Co., <i>et al.</i> .....	16,226
Dec. 26.....	26 and 28 Commonwealth terrace, Mrs. S. F. Healey <i>et al.</i> .....	17,116
Dec. 27.....	26-32 Atlantic avenue, P. Goldstein Company.....	17,149

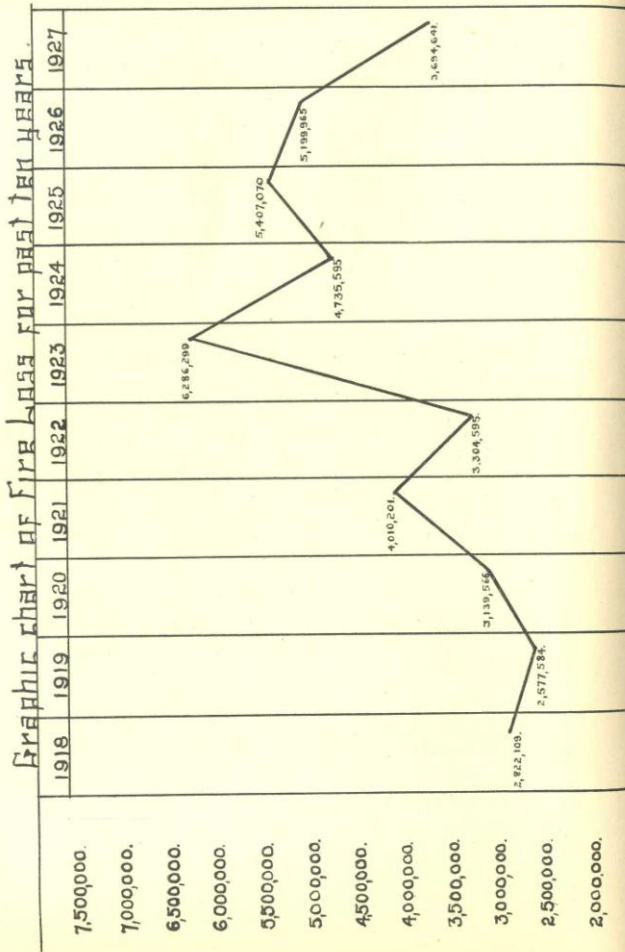
## STATISTICS.

Population, January 1, 1928 (estimated)	799 200
Area, square miles	47.81
Number brick, etc., buildings	40,093
Number wooden buildings	87,828
Fires in brick, stone, etc., buildings	2,040
Fires in wooden buildings	1,335
Fires out of city	49
Not in buildings, false and needless	3,908

Total alarms . . . . . 7,332

## FIRE LOSS FOR THE YEAR ENDING DECEMBER 31, 1927.

Buildings, loss insured	\$1,928,108
Contents, loss insured	1,573,686
	\$3,501,794
Buildings, loss not insured	\$62,582
Contents, loss not insured	130,265
	192,847
Total loss buildings and contents	\$3,694,641
Marine loss	\$232,731



## YEARLY LOSS FOR THE LAST FIFTEEN YEARS.

Year ending January 1, 1914	.	.	.	\$3,138,373
" " " 1, 1915	.	.	.	3,013,269
" " " 1, 1916	.	.	.	3,004,600
" " " 1, 1917	.	.	.	2,372,489
" " " 1, 1918	.	.	.	3,981,227
" " " 1, 1919	.	.	.	2,822,109
" " " 1, 1920	.	.	.	2,577,584
" " " 1, 1921	.	.	.	3,139,566
" " " 1, 1922	.	.	.	4,010,201
" " " 1, 1923	.	.	.	3,304,595
" " " 1, 1924	.	.	.	6,286,299
" " " 1, 1925	.	.	.	4,735,595
" " " 1, 1926	.	.	.	5,407,070
" " " 1, 1927	.	.	.	5,199,965
" " " 1, 1928	.	.	.	3,694,641

## ALARMS FOR THE PAST TEN YEARS.

YEAR.	Bell.	Still and Automatic.	Totals.
1927.....	3,492	3,840	7,332
1926.....	3,762	4,108	7,870
1925.....	3,798	3,904	7,702
1924.....	3,640	4,333	7,993
1923.....	3,239	4,002	7,241
1922.....	2,733	3,401	6,134
1921.....	2,359	2,888	5,247
1920.....	2,029	2,456	4,485
1919.....	2,733	2,690	5,423
1918.....	2,413	2,649	5,062

## JOHN E. FITZGERALD MEDAL.

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

## WALTER SCOTT MEDAL.

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



## ROLL OF MERIT, BOSTON FIRE DEPARTMENT.

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

MEMBERS PENSIONED FROM JANUARY 1, 1927, TO  
DECEMBER 31, 1927.

Dennis F. Courtney.	George A. Carney.
Catherine M. Dowd.	Anna M. McInness.
Mary A. Quinn.	Charles J. McCarthy.
Mary L. Donovan.	Hugh Gallagher.*
Edward J. Shallow.	Frank H. Nickerson.*
Thomas J. Lannary.	John J. Cunningham.
Edwin F. Richardson.	Richard Donahue.
Walter S. Eaton.	James F. McMahon.
William Peterson.	George W. Darling.
Ebenezer H. Wheelock.	William P. Kehoe.
William L. Nolan.	Allan J. MacDonald.
Edward F. Doody.	Richard F. Aylward.
Robert J. McKay.	

DEATHS OF MEMBERS FROM JANUARY 1, 1927, TO  
DECEMBER 31, 1927.

Frederick L. Lanigan (Wire Division).	Frank H. Laskey.
George W. Driscoll.	C. A. Weick (Wire Division).
James J. Quinn.	Daniel T. McInnes.
B. J. Dowd.	Walter P. Corbett.
Joseph M. Donovan.	John E. McConologue (Maintenance).
Thomas F. Quigley.	John L. Galvin.
Fred W. Battis.	James Gavagan.

\* Boston Retirement Fund.

DEATHS OF PENSIONERS FROM JANUARY 1, 1927, TO  
DECEMBER 31, 1927.

A. J. Dooley.	G. D. Bullard.
B. J. Carleton.	J. D. Fitzgerald.
William Bowers.*	C. E. Randall.*
William Lally.	J. A. McGee.
R. E. Handy.	G. N. F. Getchell.
G. R. Williams.	J. M. Fitzgerald.
Cornelius Donovan.	J. E. Cassidy.
William Chittick.	Katie J. Wall.
T. M. McLaughlin.	E. B. Johnson.
M. M. O'Hare.	G. R. Donnelly.

\* Boston Retirement Fund.