GENERAL ORDERS
NO. 2.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 3, 1929.

I. RETIREMENTS.

1. The following retirement, which took effect at 8:00 A. M., Monday, December 31, 1928, is hereby announced:

Captain Thomas F. Roach, Engine Company 27.

The following retirement is hereby announced to take effect at 8:00 A. M., Friday, January 4, 1929:

Ladderman Michael J. McNamara, Ladder Company 2.

2. Captain Roach was appointed to this department on April 15, 1901, and was promoted to Engineer on August 29, 1913. He was promoted to Lieutenant on August 2, 1918 and To Captain on February 1, 1924.

Ladderman McNamara was appointed to this department on December 21, 1910 and was retired on February 23, 1923. He was reinstated on September 23, 1927, in accordance with the provisions of Chapter 257, Acts of 1927.

3. Both of these men leave the department with the best wishes of their comrades.

II. COMMENDATIONS.

1. Ladderman John H. McCarthy of Ladder Company 25 is commended for responding to and working at fire, Box 2613, 6:50 P. M., December 21, 1928, while off duty.

2. Engineer Francis Dolan, High Pressure Station No. 1, Hosemen James F. Marshall, Thomas H. Kelley, Jr., John P. Buckley of Engine Company 17, Hoseman John J. Maughn of Engine Company 46 and Ladderman Albert N. Potter of Ladder Company 29 are hereby commended for responding to and working at fire, Box 3622, December 26, 1928, while off duty.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 3.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 7, 1929.

I. EXAMINATION FOR PROMOTION TO DEPUTY CHIEF.

1. The following communication, which has been received from the Department of Civil Service, is published for the information of the department:

Mr. Eugene C. Hultman,
Fire Commissioner,
Boston, Mass.

Dear Sir:

At the Full Board meeting held Wednesday, January 2d, it was voted to adopt the following schedule for marking the experience in promotion examination to Deputy Chief in the Boston Fire Department.

All applicants are to be given a base mark of 70%.

For the first year's experience as District Chief, two points additional will be given; for the second year, 1½ points: for the third year, one point; for the fourth year, one-half point; for the fifth year, one-quarter point. No credit will be given after the fifth year.

In marking the experience the unit will be six months, that is to say, a man six months a District Chief will be given one point; a man eighteen months a District Chief would be given two points for the first year and three-quarters of a point for half of the second year; etc.

I shall appreciate it if you will have this additional information given to the men who expect to take the examination for Deputy Chief.

Very truly yours,

/s/ P. H. Harrison

Director, Examination Bureau

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 4.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 10, 1929.

I. REPRIMAND.

1. A careful investigation of all the facts and circumstances involved in regard to a fire at 1785-87 Washington Street and 133-35-37 Northampton Street on January 1, 1929 has been made.

2. A still alarm for this fire was received at 12:23 A. M. Engine Company 23, Ladder Company 4 and Rescue Company 2 responded. Engine Company 23's report shows that they arrived in one-half minute, being under command of Lieutenant John J. Donohoe. First-alarm box 1662 was given at 12:27 A. M; second-alarm box 1662 at 12:44 A. M. The second alarm was given by order of District Chief Victor H. Richer, who responded on the still alarm, arriving at 12:26 A. M. The all-out was sounded at 3:20 A. M.

3. Five different stores were involved in this fire and the Fire Department's estimate of the loss is $37,000. It is apparent that the loss would have been less if Lieutenant Donohoe, upon reaching the fire, had promptly pulled the first alarm as he should have done even if he had not thought a second alarm was necessary. It is apparent that if District Chief Richer had not allowed seventeen (17) minutes to elapse between the first and second alarms the loss would have been less.

4. Again it is noted that "all-out" was sounded at 3:20 A. M., showing that the companies at this fire were not available for other fires which might have occurred during a period of nearly three hours. If the alarms had been sent in properly these companies would have been ready to use for other fires much sooner.

5. Therefore, District Chief Richer and Lieutenant Donohoe are hereby reprimanded for bad judgment displayed in handling this fire.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 5.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 10, 1929.

I. PROMOTIONS.

1. The following promotions are announced to take effect at 8:00 A. M., Friday, January 11, 1929:

Lieutenant John J. Rowean of Engine 10 to Captain,
Ladderman Michael G. Foley of Ladder Co. 18 to Lieutenant,
Aide to Deputy Chief Philip S. Bates of Ladder 13 to Lieutenant.

II. TRANSFERS.

1. The following transfers are hereby announced to take effect at 8:00 A. M., Friday, January 11, 1929:

Captain Samuel J. Pope,	from Ladder 13 to Ladder 1,
Captain Patrick J. Laffey,	from Ladder 1 to Ladder 11,
Captain John J. Rowean,	from Engine 10 to Ladder 13,
Lieutenant Daniel E. Murphy,	from Engine 29 to Engine 27,
Lieutenant Thomas P. Lohan,	from Ladder 11 to Engine 29,
Lieutenant Daniel W. O'Leary,	from Ladder 30 to Engine 28,
Lieutenant John F. O'Brien,	from Engine 28 to Engine 10,
Lieutenant John J. Ainsworth,	from Tower 1 to Ladder 30,
Lieut. Michael J. McLaughlin,	from Tower 3 to Engine 36,
Lieutenant Michael G. Foley,	from Ladder 18 to Tower 1,
Lieutenant Philip S. Bates,	from Ladder 13 to Tower 3.

III. NEW FIRE ALARM BOXES.

1. The following new fire alarm boxes will shortly be established:

+ Box 15-1461: B. F. Keith Memorial Theatre, 539 Washington Street. This box will be connected into Circuit No. 50 and the assignments will be the same as for Box 1461.

+ Box 12-2346: Sears Roebuck & Co., Brookline Ave. & Audubon Rd. This box will be connected into Circuit No. 78 and the assignments will be the same as for Box 2346.

+ Box 14-2411: Thomas G. Plant Co., 89 Bickford St. "A" Lobby. This box will be connected into Circuit No. 56 and the assignments will be the same as for Box 2411.

+ Box 6242: Ashley Street near Breed Street, auxiliarized to St. Lazarus School. This box will be connected into Circuit No. 29 and the assignments will be the same as for Box 6245.

IV. LIFE SAVING INSTRUCTIONS.

1. The Humane Society of the Commonwealth of Massachusetts has furnished the Fire Commissioner with instructions for life saving, printed on metal. These instructions will be delivered to the Deputy Chiefs of each division by the truck of the Maintenance Division and Deputy Chiefs will see that one panel is posted in each house in their division.

V. NEW DISTRICT CHIEFS CARS.

1. New District Chiefs cars have been furnished for District 2 and 12. These cars are of the sedan type and carry the equipment described in previous General Orders.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 6.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 11, 1929.

I. COMMENDATION.

1. The Commissioner desires to compliment the officers and men of the department on duty at fire, Box 1584 at 5:40 A. M., January 10, 1929.

2. The conditions at this fire involved severe punishment for the men engaged in fighting it. The skill and endurance shown in extinguishing this fire kept the loss at the lowest amount possible considering the intensity of the fire, the value of the building and its contents.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 7.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 16, 1929.

I. SALVATION ARMY.

1. With this General Order there is being issued to each house of the department a subscription blank for the Salvation Army.

2. Company Commanders are requested to call the attention of the members of their companies to these blanks, and accept such donations as the members wish to give.

3. The blanks are to be forwarded to this office with the contributions of the members on Wednesday, January 30, 1928.

II. NEW APPARATUS.

1. A District Chief's car of the sedan type was installed in District No. 14 on January 11, 1929, containing the usual equipment as described in previous General Orders.

III. COMMENDATIONS.

1. Lieutenant Daniel P. Dacey of Ladder Company 14 is hereby commended for extinguishing a fire at 25 Bradbury Street, Allston, January 9, 1929, while off duty.

2. The Commissioner is in receipt of the following letter from the National Casket Company, which he is pleased to publish for the information of the department:

"Hon. Eugene Hultman, Fire Commissioner,
City of Boston, Massachusetts.

My dear Mr. Hultman:

We would be remiss indeed not to express to you our appreciation of the splendid work done by the Boston Fire Department in their control of the fire which broke out in our building at 60 Massachusetts Avenue early this morning.

The nature of the fire must have been very baffling and it is to the credit of you and all of your men that the fire could have been brought under control and extinguished with so little attendant damage to the woodwork, furnishings and interior decorating of this beautiful building which is so dear to all of our organization.

Where fire departments are sometimes accused of being ruthless in their activities, it gives me pleasure, and I hope you satisfaction, to compliment your men on the care which they employed in pulling their lines of hose through the building and in refraining from unnecessarily destroying interior finish.

Very truly yours,
NATIONAL CASKET COMPANY INC.
/s/ H. M. Tuttle
Manager."

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 8.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 23, 1929.

I. CHAUFFEURS.

1. Company commanders will assign the drivers of their respective pieces of apparatus and be responsible for them; members so assigned to be from the available chauffeurs in their companies who have been certified by the Superintendent of Maintenance or his authorized representative and licensed by the Registrar of Motor Vehicles, it being understood, however, that Apparatus Operators and Assistant Apparatus Operators shall drive the pumper, if qualified to do so.

2. Whenever changes are made in the assignment of chauffeurs, the District Chief shall be notified and a notice on Form 5 forwarded to the Fire Commissioner.

II. INDEX TO GENERAL ORDERS.

1. A supply of Indexes to General Orders, Series of 1927 and 1928 are being furnished with this Order and Deputy Chiefs will arrange to distribute them to the various companies in their respective divisions.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 9.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, JANUARY 29, 1929.

I. INFORMATION REQUESTED.

1. The fireman who was in the lower level of the Andrew Square Tunnel of the Boston Elevated Railway, when Morris Rick, 16 years, of 199 Westville Street, Dorchester, was injured by a train, is requested to forward his name to the Fire Commissioner immediately.

II. RETIREMENT.

1. The following retirement is hereby announced to take effect at 8:00 A. M., Friday, February 1, 1929:

Captain Samuel A. Dwight of Ladder Co. 16

Captain Dwight was appointed to this department on May 7, 1897, and was promoted to Lieutenant on December 1, 1916. He was promoted to Captain on February 1, 1924. Captain Dwight leaves the department with the best wishes of his associates.

III. NEW DISTRICT CHIEF'S CAR.

1. On January 18, 1929, a District Chief's car of the sedan type was installed in District 10, and contains the same equipment as the other District Chiefs' cars of this type which have been installed in the department recently.

IV. FOAM GENERATORS.

1. On January 17, 1929, a Foam Generator and equipment was installed on Engine 29 Pump and 1,000 pounds of foam powder was supplied to the company.

2. On January 22, 1929, a Foam Generator and equipment was installed on Engine 5 pump and 1,000 pounds of foam powder was supplied to the company.

3. In addition to the foregoing Foam Generators, they are now carried on Engines 18, 31, 44 and 47.

V. GASOLINE TAX. Revoked Per G.O. 19

1. In connection with the gasoline tax which has gone into effect this year, the gasoline used by the fire department is exempt from the tax when the apparatus of the fire department is engaged in using gasoline other than for the propulsion of the apparatus as a motor vehicle. When gasoline is used for pumping purposes it will not be subject to the tax.

2. In order that the department may be credited with the proper refund, District Chiefs will forward consolidated reports on the first day of each month, giving the estimated number of gallons of gasoline used in pumping during the previous month.

3. The first report will be sent in on February 1st, 1929.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 10.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 4, 1929.

I. RETIREMENT.

1. The following retirement, which took effect at 8:00 A. M., Friday, February 1, 1929, is hereby announced:

District Chief Victor H. Richer of District No. 8.

2. District Chief Richer was appointed to this department on May 7, 1897. His promotions were as follows: To Lieutenant, January 24, 1908: to Captain, January 31, 1914: to District Chief, February 1, 1924. District Chief Richer leaves the department with the best wishes of his associates.

II. PROMOTIONS.

1. The following promotions, which took effect at 8:00 A. M., Friday, February 1, 1929, are hereby announced:

Captain Dennis J. Coughlin of Engine Co. 43 to District Chief,
Lieutenant Joseph M. Flynn of Ladder Co. 24 to Captain,
Lieutenant James J. Kane of Engine Co. 35 to Captain,
Hoseman James E. Welch of Engine Co. 22 to Lieutenant,
Laddorman Maurice J. Buckley of Ladder Co. 1 to Lieutenant.

III. TRANSFERS.

1. The following transfers are hereby announced to take effect at 8:00 A. M., Wednesday, February 6, 1929:

District Chief Louis C. Stickel,	from District 5 to District 8,
District Chief Dennis J. Coughlin,	from Engine 43 to District 5,
Captain John J. Devine,	from Ladder 20 to Engine 43,
Captain William F. Donovan,	from Engine 25 to Ladder 16,
Captain Joseph M. Flynn,	from Ladder 24 to Engine 25,
Captain James J. Kane,	from Engine 35 to Ladder 20,
Lieutenant William E. Dolan,	from Tower 1 to Ladder 31,
Lieutenant Walter C. Glynn,	from Ladder 31 to Ladder 24,
Lieutenant Edwin F. Fay,	from Eng.38/39 to Engine 35,
Lieutenant Maurice J. Buckley,	from Ladder 1 to Eng.38/39,
Lieutenant James E. Welch,	from Engine 22 to Tower 1.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 12.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 7, 1929.

I. ASSIGNMENTS OF PROBATIONERS.

1. The following appointments of men on probation are hereby announced to take effect at 8:00 A. M., Friday, February 8, 1929

John E. Kamb	To Ladder 18
Elmer R. Porter	To Engine 9
Jeremiah A. McCarthy	To Ladder 2
Bernard S. Downey	To Engine 38/39
Daniel J. O'Connor,	To Engine 38/39
Francis P. Maier	To Engine 14
Arthur D. Brownell	To Engine 48
Everett J. Hassell	To Engine 48
Edward C. Gurnon	To Engine 43
Hilary J. O'Connell	To Ladder 31
Frank A. Moran	To Engine 16
Francis E. Ronan	To Rescue 1
John J. Doyle	To Ladder 23

II. TRANSFERS.

1. The following transfers are hereby ordered to take effect at 8:00 A. M., Friday, February 8, 1929:

John M. Shugrue	from Ladder 17 to Engine 37
Patrick F. Carroll	from Eng.38/39 to Ladder 1
Albert R. Ford	from Engine 8 to Ladder 1
John J. Hurley	from Ladder 23 to Ladder 17
Joachim J. Testa	from Engine 36 to Engine 6
Hubert S. Norman	from Ladder 31 to Engine 8
John J. Ryan	from Eng.38/39 to Ladder 18
Patrick F. Cronin	from Engine 32 to Engine 21
John F. Horgan	from Engine 14 to Engine 32
John F. Gilbrook	from Engine 9 to Eng.38/39
Walter J. Cook	from Engine 48 to Engine 41
Charles J. Casey	from Rescue 1 to Engine 13
Charles H. Orton	from Engine 48 to Engine 25
Frank J. Sullivan	from Engine 43 to Engine 36

III. FIRST AID CERTIFICATES.

1. First Aid Certificates have been received from the American National Red Cross, Washington, D. C. for the following officers in this department who completed the advance course of instruction given by the American Red Cross last November:

District Chief John J. Kenney,	Captain Daniel J. Hurley,
District Chief Edw. G. Chamberlain,	" Daniel Martell,
District Chief John F. Good,	Lieut. William J. Nolan,
District Chief Edward J. Locke,	" Jeremiah T. Cronin,
District Chief Dennis J. Coughlin,	" Daniel P. Connor, Jr.

2. These certificates will be distributed to these officers today.

IV. ANNUAL BALL.

1. The Golden Anniversary Ball of the Boston Fire and Protective Departments will be held on Tuesday evening, February 12, 1929 at Mechanics Building, Huntington Avenue, Boston. It is hoped that this ball will be the most successful, both financially and socially, in the history of the department, and this can be accomplished if every member of the department will put his shoulder to the wheel and render every possible assistance to the Ball Committee which has been untiring in its efforts.

2. Members of the department detailed to the Ball will report to the Floor Marshal, Edward J. C. Powers at the above mentioned hall at 7.00 P. M. sharp on that date, unless otherwise ordered.

3. Members will attend strictly to the duties assigned to them.

4. The Fire Commissioner is distinctly interested in the success of the Ball, and with the Committee in Charge requests that all Aides take part in the Grand March together with as many other members of the department as is possible. Members of the off platoon are expected to be present and should appear in uniform. Permission to wear the uniform on this occasion is hereby granted.

5. Trustees, Aides and members detailed to the Ball will be granted detailed leave from 4 P. M., February 12 to 8 A. M., February 13, 1929.

6. Regulation uniform, sack-coat, black shirt and tie, white gloves and Aide badge will be worn on this occasion. This applies to all members in uniform, acting as Aides or not.

V. INCOME TAX RETURN.

1. All members of the Boston Fire Department who received more than $2,000. for the year 1928 are obliged to fill out an income tax return in accordance with the Statutes of the Commonwealth of Massachusetts. Members of the Boston Retirement System who did not receive more than $2,000. January 1, 1928 are not required to make the return.

2. In addition, such members are required to fill out the cards issued with this order and return them to Headquarters immediately. All members who received more than $2,000., except members of the Boston Retirement System receiving less than $2,000. on January 1, 1928, will fill out these cards. Do not fill in the amount paid, or that part of the card stamped "Boston Fire Department." All that is necessary is to write your name and address plainly at the top of the card in the spaces provided.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 13.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 12, 1929.

I. GARAGE SUPERINTENDENT.

1. Robert F. Brennan, Aide to the Fire Commissioner, has been appointed Garage Superintendent, to take effect at 8:00 A. M., Friday, February 8, 1929. He will report directly to the Superintendent of the Maintenance Division on all matters pertaining to the garage.

II. TRANSFER.

1. The following transfer is hereby announced to take effect at 8:00 A. M., Friday, February 8, 1929:

Garage Superintendent Robert F. Brennan, from Headquarters to Maintenance Division.

III. SALVATION ARMY.

1. In connection with the request for contributions for the Salvation Army, the Commissioner has forwarded $460.50 which was received from the following companies:

Engine 1,	$10.00	Engine 40,	$10.00
" 2,	6.00	" 41,	1.00
" 4,	4.00	" 42,	6.00
" 5,	20.00	" 45,	1.00
" 6,	3.00	" 46,	4.00
" 7,	11.00	" 48,	4.00
" 8,	13.00	" 49,	2.00
" 9,	4.00	" 50,	2.00
" 11,	5.50	" 51,	3.00
" 12,	17.00	" 53,	11.00
" 13,	7.00	Ladder 1,	1.00
" 14,	8.00	" 2,	4.00
" 15,	8.00	" 3,	5.00
" 16,	5.50	" 4,	2.00
" 17,	9.50	" 5,	9.00
" 18,	16.00	" 7,	4.50
" 19,	4.00	" 8,	8.00
" 20,	2.00	" 9,	12.00
" 21,	10.00	" 10,	7.00
" 22,	20.00	" 12,	3.00
" 23,	7.50	" 13,	12.00
" 24,	7.00	" 15,	10.00
" 25,	14.50	" 16,	1.00
" 26,	4.00	" 17,	7.00
" 27,	11.00	" 18,	11.50
" 28,	8.50	" 19,	3.00
" 30,	4.00	" 21,	5.00
" 32,	8.00	" 22,	3.50
" 33,	16.00	" 24,	3.00
" 34,	3.00	" 25,	2.00
" 37,	1.00	" 26,	2.50
" 38/39,	2.00	" 27,	2.00
" 31,	6.00	" 30,	5.50
" 44,	10.00	" 31,	4.00
" 47,	3.00		

2. The Fire Commissioner is in receipt of the following letter from Adjutant F. L. Keller:

"Fire Commissioner E. C. Hultman,
Fire Headquarters,
Bristol Street,
Boston, Mass.

Dear Sir:

I wish to acknowledge receipt of your letter of February 11, with enclosure of $460.50, representing the contributions of the members of the Boston Fire Department, toward the maintenance of the Salvation Army Fire and Emergency Department.

I am enclosing a receipt for $460.50 and am sending a letter to each Company acknowledging receipt of the amount given by the Company, and also a word of thanks for same. I received an addition of $1.00 from a member of Engine #34 who had failed to give before the amount was sent in to you, so we are crediting your Department for $461.50.

Colonel Marshall wishes me to express his thanks and appreciation, and I also wish to do likewise. We certainly appreciate your kind and practical cooperation, and in return wish to assure you of our willingness to serve your Department at any time we possibly can.

Sincerely yours,
/s/ F. L. Keller."

IV. COMMENDATIONS.

1. Captain John Williams of Engine Company 44 is hereby commended for responding to and working at fire, Box 3644, at 7:21 P. M., February 5th, 1929, while off duty.

2. The Fire Commissioner is in receipt of the following letter from Albert Willcox & Co., Inc., concerning a recent fire on the SS. CITY OF NEWCASTLE. The Commissioner is pleased to publish this letter for the information of the department.

"Dear Sir: SS. "CITY OF NEWCASTLE"

In the early hours of January 19th last, your Department was called to a fire discovered on the above named steamer, which had arrived the previous day from Calcutta and was lying at Pier 2, East Boston.

The apparatus with the firemen of your Department arrived with the greatest promptness; in fact the Captain of the steamer reported to Underwriters later that they were on the ship about the time that the ship's crew had run out their hose.

While such promptness may not call for special notice, being a characteristic of the better Fire Departments, Underwriters interested in the Burlap and Jute Products on board the "CITY OF NEWCASTLE" feel that special accord should be made of the exceptionally skilful and intelligent manner in which this fire was fought.

It has been on more than one occasion the unfortunate experience of Underwriters that a fire on board ship in a harbor, extinguished by a City Fire Department, entails a loss infinitely greater than called for by the situation, due frequently to unnecessary and reckless flooding of holds.

The action of the Boston Fire Department on January 19 is a refreshing example of a highly trained body of men acting not only with energy and skill but also with restraint, realizing that their object is the preservation of property.

As Agents for Marine Insurance Companies interested in the insurance of Burlaps and Jute Products, we have been asked by Underwriters to send you a copy of the findings of their Loss Prevention Committee and to compliment you upon the discipline, efficiency and high intelligence of the force under your command, and to beg you to convey to those of your Department who actually took part in extinguishing the fire in question, the Underwriters' appreciation of the fine manner in which they did their work.

/s/ Albert Willcox & Co., Inc."

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 14.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 13, 1929.

I. ANNUAL BALL.

1. Once again the Fire Commissioner desires to extend to the department his hearty congratulations on the splendid showing made by the members and their friends at the Annual Ball at Mechanics Building on Tuesday evening, February 12, 1929. The members of the department have just reason to be proud of the excellent manner in which the details of the Ball were carried out, and the Commissioner received many words of praise along that line.

2. His Honor, Mayor Malcolm E. Nichols, Rear Admiral Philip Andrews and his staff, the representatives of the First Army Corps and other distinguished guests were deeply impressed with the fine character of the entire affair.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Bennott,
Chief of Department.

GENERAL ORDERS
NO. 15.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 15, 1929.

I. STILL ALARMS.

1. Hereafter upon receipt of an alarm by telephone for a fire in a hospital or a home for aged people, the nearest engine company and ladder company and the district chief, in whose district the fire occurs, shall be ordered to respond to the location indicated by the call, immediately after which the number of the fire alarm box nearest to the location of the fire shall be transmitted.

2. Between the hours of 11 P. M. and 7 A. M. immediately after an A. D. T. or an automatic alarm has been struck the number of the fire alarm box nearest to the location designated on the running card shall be transmitted.

3. Also between the hours of 11 P. M. and 7 A. M. upon receipt of a telephone alarm for a fire in a club house, hotel, theatre or on a wharf the nearest engine company and ladder company and the district chief, in whose district the fire occurs, shall be ordered to respond to the location indicated by the call, immediately after which the number of the fire alarm box nearest to the location of the fire shall be transmitted.

4. Exceptions to this rule shall be made for grass fires and automobile fires on streets, and under extraordinary conditions the officer in charge of the fire alarm office may, if he deems it advisable, ignore this order except where it pertains to hospitals.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 16,

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 19, 1929.

I. COMMENDATION.

1. The Fire Commissioner is in receipt of a check for one thousand dollars from the Edison Electric Illuminating Company of Boston in appreciation of the service of the members of this department last Thursday evening during the explosion on Summer and Chauncy Streets. The check has been turned over to the Treasurer of the Boston Firemen's Relief Fund.

2. Below is a copy of the letter to the Commissioner from Mr. Charles L. Edgar, President of The Edison Electric Illuminating Company, which accompanied the check:

"Boston 9, February 18, 1929.

Hon. Eugene C. Hultman,
Fire Commissioner,
60 Bristol Street,
Boston, Mass.

Dear Mr. Hultman:

This Company is highly appreciative of the excellent and efficient service rendered by the Fire Department last Thursday evening during the explosions on Summer and Chauncy Streets. Although the Company's investigation is not complete and it is unable at the present time to place the responsibility for the occurrence, nevertheless, as it was the Company's property which the Department protected so well, it trusts that you will accept the enclosed contribution to the Fund of the Firemen's Relief Association as an expression of its appreciation of what was accomplished.

Yours very truly,

/signed/ C. L. Edgar,

President."

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 17.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 19, 1929.

I. EXAMINATION FOR PROMOTION TO RANK OF CAPTAIN.

1. The following letter has been received from the Department of Civil Service and is published for the information of the department:

"February 12, 1929.

Mr. Eugene C. Hultman,
Fire Commissioner,
Boston, Mass.

Dear Sir:

The last examination for promotion to Captain in the Boston Fire Department was held on March 27, 1928. The list established as a result of this examination will have been in force one year on July 9, 1929. It is the intention of Commissioner Goodwin to hold the examination for promotion to Captain so that a new list will be ready on the anniversary of the last list. This information is given you for the benefit of interested members of your department.

Yours very truly,
P. A. Harrison,
Director Examination Bureau."

II. GARAGES.

1. "In the case of a small barn owned and occupied by several persons, of which any part or parts are occupied as a garage and any other part or parts thereof are occupied as a stable only, the current garage regulations would apply to the garage only in the Metropolitan District."

2. The former communication has been received from the State Fire Marshal and is published for the information of the department.

III. COMMENDATION.

1. Lieut. Daniel J. Crowley of Ladder Company 2 is hereby commended for responding to and working at fire box 6241, February 12, 1929, while off duty.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 18.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 21, 1929.

I. ACTING FIRE COMMISSIONER.

1. During the absence of the Fire Commissioner from 8:00 A. M., Friday, February 22, 1929, Chief of Department Daniel F. Sennott will be Acting Fire Commissioner.

II. ACTING CHIEF OF DEPARTMENT.

1. While Chief of Department Daniel F. Sennott is Acting Fire Commissioner, Assistant Chief of Department Henry A. Fox will be Acting Chief of Department, beginning at 8.00 A. M., February 22, 1929.

III. COMMENDATION.

1. Engineer James E. Plunkett of the Motor Squad is hereby commended for the services rendered by him at the fire box 12-3131 February 8, 1929. While the department was extinguishing a fire at the gasoline explosion on Southampton Street a man fell through a hole in the bridge which was used for a line with the Breslin Nozzle. Engineer Plunkett promptly recognizing the plight of the man slid down the hose over the Breslin Nozzle and found the man lying face down in the water. A rope was passed and Plunkett then attached the rope to the man by which he was raised to the street.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 19.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, FEBRUARY 26, 1929.

I. TEMPORARY QUARTERS.

1. Effective February 25, 1929, the Headquarters of the District Chief of District No. 4 will be at Engine 6 on Leverett Street. On the same date Engine 4 moved to Ladder 24. The District Chief and Engine 4 will remain in the temporary quarters until the completion of the new fire station in Bowdoin Square.

II. GASOLINE TAX.

1. Paragraph V, General Orders No. 9, c. s., is hereby revoked.

III. COMMENDATION.

1. Acting Deputy Chief William F. Quigley of Division 2 is hereby commended for responding to and working at fire, Box 2192, February 22, 1929, while off duty.

IV. LAUNDRY.

1. A new contract for doing the laundry work of the Fire Department has been made with John D. Sheehy & Sons, to take effect February 27, 1929. Until further notice all laundry will be delivered to John D. Sheehy & Sons.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT:

Henry A. Fox,
Acting Chief of Department.

E.39

GENERAL ORDERS
NO. 21.

HEADQUARTERS. FIRE DEPARTMENT,
BOSTON, FEBRUARY 28, 1929.

I. ASSIGNMENTS.

1. The following assignments of members on probation are hereby announced to take effect at 8:00 A. M., Friday, March 1st, 1929:

Alonzo P. Brooks	To Ladder 23,
James A. Powers	To Ladder 23,
Patrick J. McCarthy	To Engine 22,
Joseph T. Savage	To Engine 38/39,
Joseph A. Kelley	To Ladder 12.

II. TRANSFERS.

1. The following transfers are hereby announced to take effect at 8:00 A. M., Friday, March 1st, 1929:

Lieutenant William M. Phalan,	from Ladder 10 to Ladder 31,
Lieutenant William E. Dolan,	from Ladder 31 to Ladder 10,
Henry F. Hayes,	from Engine 42 to Engine 7,
Stanley J. Caulfield,	from Engine 7 to Engine 42,
Philip F. Leahy,	from Engine 25 to Ladder 16,
Charles C. Boyd,	from Ladder 16 to Engine 24,
John J. McGowan,	from Ladder 14 to Engine 52,
John H. Farrell,	from Ladder 18 to Ladder 14,
John F. Gilbrook,	from Eng.38/39 to Engine 40,
James F. Orpin,	from Engine 40 to Engine 36,
John E. Baldwin,	from Engine 52 to Engine 25,
Arthur C. Carnes,	from Ladder 12 to Ladder 23,
Michael J. Connors,	from Ladder 23 to Ladder 18,
Edward J. Donelan,	from Ladder 23 to Ladder 13.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT:

Henry A. Fox,
Acting Chief of Department.

GENERAL ORDERS
NO. 22.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, MARCH 4, 1929.

I. AUTOMATIC AND A.D.T. ASSIGNMENTS.

1. The following assignments on Automatic and A.D.T. alarm signals will go into effect at 8:00 A. M., Wednesday, March 6, 1929 and remain in force until the new Bowdoin Square fire station is completed:

BOSTON AUTOMATIC ALARMS

	Eng.	Lad.	D.C.
55 Old State House.	25	8	4
56 St. Pauls Chapel, Tremont St.	35	17	5
72 Parker House Annex, Bosworth St. & Chapman Pl.	25	8	5
134 245-249 Washington St.	25	8	5
141 15-17 School St.	25	8	5
173 267 Washington St.	25	8	5
177 S.S.Pierce Co., Tremont & Beacon Sts. (basement)	25	8	5
215 127-127A Tremont St.	35	17	5
251 25-29 Winter St.	7	17	5
252 44-46 Winter St., Shepard, Norwell Co.	7	17	5
253 48-50 Winter St., Shepard, Norwell Co.	7	17	5
262 119-133 Hanover St.	8	1	4
346 4-8 Williams Court.	25	8	5
347 255-257 Washington St.	25	8	5
358 84-90 Canal St.	6	1	4
359 90-98 Canal St. corner Traverse.	6	1	4
367 259-261 Washington St.	25	8	5
368 263-265 Washington St.	25	8	5
571 118 Tremont St.	35	17	5
572 121 Tremont St.	35	17	5
573 122 Tremont St.	35	17	5
574 3 Hamilton Place.	35	17	5
575 4 Hamilton Place.	35	17	5
576 5 Hamilton Place.	35	17	5
577 6 Hamilton Place.	35	17	5
595 A. Stowell & Co., 20-24 Winter St.	7	17	5
596 22 Winter St.	7	17	5
677 Winter St. Subway Gallery-enter through 48-50 Winter St.	7	17	5
1269 26 Winter St.	7	17	5
1286 7-8 Bosworth St.	35	8	5
1287 33-35 Province St.	25	8	5
1345 48-54 Canal St.	6	1	4
1346 60 Canal St.	6	1	4
1353 307-311 Washington St.	25	8	5

A. D. T. ALARMS

	Eng.	Lad.	D.C.
12 4-8 Williams Court, Post Pub. Co.	25	8	5
46 258 Washington St. Federal Nat. Bank.	25	8	5
49 29 Winter St. Conrad Co.	7	17	5
132 Tremont St. & Temple Place, R. H. Stearns & Co.	35	17	5
244 30 School St. Merchants Co-op. Bank.	25	8	5
252 30-34 School St. B.F.C.Savings Bank Bldg	25	8	5
253 34 School St. B.F.C.Savings Bank.	25	8	5
314 199 Washington St. Sears Bldg.	25	8	5
445 259-275 Washington St. Post Pub. Co.	25	8	5
718 24 Winter St. A. Stowell & Co.	7	17	5
721 110 Tremont St. S. S. Kresge Co.	35	17	5
961 3 Park St. Warren Inst. for Savings.	35	17	5

2. Most of these assignments are changes due to the relocation of Engine 4, but some changes are made because the companies assigned now are not on first alarm box assignments.

3. In a few instances the assignments have not been changed, and particular attention is called to the fact that these will remain in effect until Engine 4 is permanently located in Bowdoin Square, irrespective of the assignments which will appear on the new cards which will be issued by the Automatic and A. D. T. companies when the new Fire Department running card is issued.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT:

Henry A. Fox,
Acting Chief of Department.

GENERAL ORDERS
NO. 24.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, MARCH 6, 1929.

I. COMMENDATION.

1. Man on Probation Edward C. Gurnon of Engine Company 43 is hereby commended for the prompt action taken by him on February 16, 1929 when he assisted in the capture of an alleged thief at the corner of Merrimac and Portland Sts.

2. Man on Probation Gurnon is also granted one week's additional vacation.

3. From an investigation of the facts concerning this case it appears that Man on Probation Gurnon while walking on Sudbury Street, February 16, 1929 saw a man and woman running from the doorway of 27 Sudbury Street. The woman screamed that she had been robbed. Gurnon chased the man and tripped him up, and he then captured the man and took the woman's purse and a revolver away from him. He held the man for the police and turned the prisoner and revolver over to the police officer. The eye witnesses in the case have been interviewed and stated that Man on Probation Gurnon captured the man unaided.

II. CHANGE IN NAME OF STREET.

1. The following notice has been received from the Street Laying-Out Department:

"February 28, 1929.

This is to notify you that by an order of the board of street commissioners and mayor, the names of the public ways known as Ashland street, West Roxbury district, from Washington street to Harvard street, and Oakland street, Dorchester district, from Harvard street to River street, be changed to, Cummins Highway; the same to take effect on March 1, 1929."

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT:

Henry A. Fox,
Acting Chief of Department.

GENERAL ORDERS
NO. 25.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, MARCH 7, 1929.

I. EXAMINATION FOR PROMOTION FROM PRIVATE TO LIEUTENANT.

1. The Department of Civil Service and Registration of the Commonwealth of Massachusetts announces that an examination will be held on Saturday, March 23, 1929, for promotion to the grade of Lieutenant in the Boston Fire Department.

2. This examination is open to the permanent men in the Boston Fire Department, who have served as such in accordance with Civil Service rules at least five (5) years preceding the date of examination.

3. The subjects of the examination with their respective weights will be as follows: Training and experience (9); report (3); practical questions, including hydraulics and telegraphy (8); total (20).

4. Applicants will be required to obtain at least seventy (70) per cent in each subject of examination in order to become eligible.

5. Successful applicants will be given a physical examination and strength tests.

6. Application blanks may be secured from the District Chiefs of each District. The vouchers on these blanks need not be filled out. When completed, applications should be sent to the Division of Civil Service, Rooms 148-152 State House, Boston, to be placed on file not later than March 16, 1929.

7. Applicants will be notified about a week in advance of examination as to the precise time and place of examination.

8. Members who have an off duty period during the day on Saturday and who desire to take the examination may do so either in the morning or afternoon. It is requested that some join the afternoon session and thus relieve any congestion in the morning.

9. Members who are on duty during the day on Saturday and who file applications to take the examination will be divided into two classes by District Chiefs. One class will go in the morning and one in the afternoon. These classes are to be divided as evenly as possible so that the efficiency of the department will not be lessened. Deputy Chiefs will go into this matter with District Chiefs and see that each company is covered with chauffeurs, pump operators, etc. Changes of time off will be allowed to meet this condition. It should be borne in mind that the department of Civil Service desires to have the classes evenly divided.

10. Each applicant must bring his own penholder, pen, blotter, pencil, eraser and ink.

11. NO SMOKING: Attention of those who are to take the examination is called to the fact that smoking is strictly prohibited in school buildings, and the Fire Commissioner has been requested to call the attention of the men to this rule. It is hoped that he will receive no complaints after the examination that the men were careless in this regard.

II. BUTTONS.

1. All members of the department who have any buttons in excess of two sets for sack coats and overcoats are requested to return them to the Clothing Section of the Maintenance Division immediately.

III. TRANSFERS.

1. The following transfers are hereby announced to take effect at 8:00 A. M., Friday, March 8, 1929:

John J. Hernon,	from Ladder 13 to Ladder 1,
John P. Cremin,	from Engine 8 to Ladder 13,
James F. McGonagle,	from Ladder 1 to Engine 8.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT:

Henry A. Fox,
Acting Chief of Department.

GENERAL ORDERS
NO. 26.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, MARCH 15, 1929.

I. BOSTON DELUGE GUN.

1. The Boston Deluge Gun was placed in service on the hose car of Engine 8 on March 12, 1929. The gun is equipped with 1 1/2", 1 3/4" and 2" tips.

2. This type of gun is so arranged that it may be used as a deck gun or as a portable gun.

3. The original deck gun on Engine 8 has been left in its original position and the hose car now has two deck guns.

II. HIGH PRESSURE HYDRANTS.

1. The Acting Fire Commissioner is in receipt of a report from the District Engineer of the Water Division of the Public Works Department that the members of the department are not properly handling high pressure hydrants.

2. On January 19, high pressure hydrant #250 on Fulton St. was used by the Fire Department and was left with the main valve and drip wide open and the hydrant full of water.

3. On March 3, high pressure hydrant #150 at 15 Fleet St. used by the Fire Department was found with the threads on two independent valves stripped completely off. This condition could only be caused by improper handling and excessive pressure used in the wrong direction.

III. NEW FIRE ALARM BOX.

1. New fire alarm box No. 12-2254 will shortly be installed by the Boston Elevated Service Garage, at Washington and Guild Streets. It will be connected into circuit No. 27 and the apparatus assignment will be the same as for box 2254.

IV. NEW FIRE ALARM BOOKS.

1. New fire alarm books are being issued to the department today. Members are requested to destroy all old books issued previous to February 1, 1929.

V. COMMENDATIONS.

1. Hoseman Arthur G. Gaddis of Engine Company 43 is hereby commended for extinguishing a fire at 302 Silver Street, March 5, 1929, while off duty.

2. Ladderman William H. Malloy of Ladder Company 30 is hereby commended for extinguishing a fire at 3121 Washington Street, March 6, 1929, while off duty.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT:

Henry A. Fox,
Acting Chief of Department.

GENERAL ORDERS
NO. 27.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, MARCH 15, 1929.

I. TRANSFERS.

1. The following transfers are hereby announced to take effect at 8:00 A. M., Saturday, March 16, 1929:

Edward F. Mahoney,	from Ladder 21 to Ladder 23,
John F. Galvin,	from Ladder 23 to Ladder 17,
John E. Mello,	from Engine 27 to Engine 22,
George W. Shinney,	from Ladder 17 to Engine 27,
Patrick J. McCarthy,	from Engine 22 to Ladder 21.

II. LADDER 10.

1. The city service ladder truck at Ladder 10 was replaced on March 15, 1929 by a type 17, four-wheel tractor aerial truck. The 75-foot aerial ladder was built by the Seagrave Company. The tractor was built by the American-LaFrance & Foamite Industries, Inc. and has a 6-cylinder motor, 5½ x 6". The weight of the truck fully equipped, without men, is 17,000 pounds. The truck carries 363 feet of ladders.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SULLIVAN:

Henry A. Fox,
Acting Chief of Department.

OFFICE OF THE

Fire Commissioner,

BRISTOL STREET.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, MARCH 19, 1929.

GENERAL ORDERS No. 28.

INSTRUCTIONS FOR OPERATING AND MAINTAINING THE FOAMITE FOAM GENERATOR.

The following instructions for operating and maintaining the Foamite Foam Generators in service in the department are issued for the information and guidance of the department:

The Foamite Foam Generator is a device for producing or generating a large-sized stream of Firefoam for as long a period as Foamite Generator Powder is fed into the hopper with water flowing through the generator.

IN CASE OF FIRE.

First.— Locate the generator to the windward side of the fire about 100 feet distant. The device weighs only 70 pounds and can be easily carried by one man. In lifting the generator, the base supports will fold together. Spread these out when the device is set up for operation.

If the generator is stored with the hopper removed or when it is set up the first time, it is necessary to put the device together. To do this, open the hinged cover on the check-valve housing and insert the small end of the hopper in the opening disclosed, making sure, of course, that the small nubs or projections on the collar at the bottom of the hopper pass through the slots provided in the lock plate that forms the upper portion of the check-valve housing. Push the hopper down into the lock plate until it bears against the rubber gasket. Then, give the hopper an eighth turn to the right until it strikes a stop when it will be locked in place. Open the cover on the pressure gauge so that the dial of the gauge is visible while the operator is feeding powder to the generator.

Second.— Connect four 50-foot lengths (200 feet) of 2½-inch hose to the discharge end of the generator (male outlet connection) and stretch it on the ground toward the fire. Care should be taken to see that there *are no kinks or sharp bends in this discharge hose.* Attach to the free end of this hose a "National Standard" (Underwriters') Playpipe. This playpipe should be fitted with a 1¾-inch diameter tip — a smaller tip should never be used.

Third.— Run a line of 2½-inch hose from the source of water supply, either hydrant or pumper, and connect to the generator inlet (female swivel connection). The length of the water inlet line is immaterial, it can be a single length of hose (50 feet) or twenty lengths (1,000 feet) so long as it permits a pressure to be maintained at the generator of 100 pounds. Operators shall maintain an inlet pressure on gauge on generator of 100 pounds, as best results are obtained at that pressure. Since the drop in water pressure (friction loss), in a 2½-inch line of hose with this type generator, is only about 5 pounds per 100 feet of hose, a long line may be used effectively, especially with a pumper.

Fourth.— Then open the hydrant and start the pumper. Open the inlet control valve wide at the generator inlet which must be kept wide open during the entire operation. The inlet control valve is in the open position when its handle is horizontal. Immediately fill the hopper with Foamite Generator Powder from the sealed cans. The suction created by the generator will automatically carry the powder into the moving column of water. The pressure must be controlled at the pump and not by the inlet control valve.

The generator is so designed that the proper quantity of powder will be drawn into the water irrespective of the pressure used. The powder should not, therefore, be pushed down into the hopper except that at the end of the run the powder may be assisted by pushing it from the edges to the center of the hopper. Keep the hopper well filled during the entire discharge period. Agitate the powder in the hopper slightly with one hand during the pouring period. This is essential as there is a tendency to suck a hole 3 or 4 inches in diameter down through the center of hopper. The remaining powder is not affected by the suction unless it is moved toward the center of hopper. To overcome this condition, the hopper must be kept full at all times, and the operator should agitate the top layer slightly with one hand to insure a continuous flow of powder into the moving column of water. Firefoam will appear at the nozzle in 4 to 20 seconds after the generator is put into operation, depending upon water temperature. It can be readily understood that in colder weather, owing to a drop in temperature, a longer time is required than in warmer weather; *e. g.*, with water at 70 degrees Fahrenheit, it requires but 2 seconds to form 7 volumes of foam, and with water at 60 degrees Fahrenheit, but 4 seconds are required, whereas for 40-degree water it will require 20 seconds to obtain the same volume.

Fifth.— Proper results can only be obtained when the operating pressure at the generator is maintained at 100 pounds with the control valve wide open. The pressure gauge provided at the generator enables the operator to make frequent check readings. Under these operating conditions, the generator will use 50 to 60 gallons of water per minute and will draw in 70 to 80 pounds of powder per minute. The stream range from the playpipe should measure 65 feet to 75 feet.

In fighting a fire in oil or other inflammable liquids in a tank or pit, the Firefoam should be dropped on as lightly as possible to avoid submerging the Firefoam and stirring up the burning liquid. When the tank wall is low a desirable method of attack is to direct the stream on a tangent with the side of the tank to give a circular motion to the Firefoam in order to carry it around and cover the surface rapidly. With fires in solid materials an effort should be made to cover the burning surface with a coating of Firefoam rather than to try and "knock" the fire out by the force of the stream as would be done with water.

FOAMITE GENERATOR POWDER.

Foamite Generator Powder is a finely ground material resembling dry Portland cement in color and consistency. This powder is packed in sealed cans.

The cans are equipped with a "strip" cover. Each can is provided with a handle, attached to the can proper for carrying purposes. A pull ring is attached to facilitate opening the cover.

AFTER THE FIRE.

First.— Allow the hopper to empty itself of powder.

Second.— When Firefoam ceases to discharge from the playpipe and clear water appears, close the inlet water control valve. This valve is closed by pulling up on the handle until it comes to the first stop, then the handle is pushed in to follow the notch in the guide and pulled back until the handle is in a vertical position.

Third. Shut off the water at the pumper or hydrant.

Fourth.— Disconnect the hose lines at generator, and drain and dry them before storing away.

Fifth.— Remove hopper and thoroughly wash the generator inside and out with water. Be sure that no powder is left in the check-valve housing.

Sixth.— Replace the hopper and close hinged cover on pressure gauge.

CAUTIONS.

1. When the generator is in operation do not attempt to force the Foamite Generator Powder into the chemical inlet. The vacuum created by the device will draw in the powder automatically.

2. Do not permit wood chips, cinders or any foreign substances to enter the powder hopper. Obstructions will clog up the chemical feed and result in an erratic foam discharge.

3. The inlet control valve is for use only when desired to discontinue the use of the device temporarily or permanently. It is provided only to obviate the necessity for delay by waiting for water to be shut off at source of supply. THIS VALVE MUST NEVER BE USED TO REGULATE INLET PRESSURES.

4. Foamite Generator Powder should be stored in a dry, cool place.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT.

HENRY A. FOX,
Acting Chief of Department.

CITY OF BOSTON PRINTING DEPARTMENT.

GENERAL ORDERS
NO. 29.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, MARCH 21, 1929.

I. EXAMINATION FOR PROMOTION.

1. The examination for promotion from private to Lieutenant in the Boston Fire Department will be held at Girls' High School, West Newton Street, in two sessions on Saturday, March 23, 1929. The morning session will begin at 9:00 A. M., and the afternoon session will begin at 2:00 P. M. Members of the department who are to take this examination are requested to be in their places at the time the session begins.

2. Owing to the limited accommodations and for the strength of the fire service it is requested that the classes be divided as evenly as possible so that approximately the same number will go in the morning as in the afternoon. Deputy Chiefs will be furnished with a list of the men who have filed application to take the examination. They are requested to divide these men as equally as possible between the two sessions.

3. Attention is called to the fact that smoking inside the school building is prohibited.

II. SOUTH FERRY.

1. On and after March 17, 1929 the South Ferry will be closed on Sundays until further notice.

2. The North Ferry operates on a 24 hour basis daily and Sundays and it will therefore be necessary for the apparatus to use the North Ferry exclusively on Sundays.

III. TRANSFER.

1. The following transfer is hereby announced to take effect at 8:00 A. M., Friday, March 22, 1929.

Apparatus Operator Charles F. Elsesser from Engine 53 to High Pressure.

IV. FOAM.

1. General Order #28 will be issued to the department today describing the method of operating and maintaining foam generators. In connection with this order the following information concerning the storage of powder is published:

2. Foam powder is stored in the following locations:

Engine Co.	1	75 cans	3375 lbs.
"	5	20 "	900 "
"	18	30 "	1350 "
"	29	20 "	900 "
"	31	52 "	2340 "
"	44	20 "	900 "
"	47	22 "	990 "
Maintenance Division		100 cans	4500 "

3. There is also a large quantity of powder stored at the sales room of the American-LaFrance and Foamite Industries, Inc., 1265 Boylston St., Boston, Mass.

V. COMMENDATIONS.

1. The District Chief of District No. 11 has forwarded to the Fire Commissioner a check for $5.00, and a letter received from Mrs. H. S. Luscomb, 14 Ashford Street, Allston, which she has donated to the Boston Firemen's Relief Fund in appreciation of the services rendered by the members of this department at fire box 5122 on March 10, 1929.

2. Hoseman William Gottwald of Engine Company 15 is hereby commended for responding to and working at fire box 12-7323, March 15, 1929.

BY ORDER OF ACTING FIRE COMMISSIONER DANIEL F. SENNOTT:

Henry A. Fox,
Acting Chief of Department.

GENERAL ORDERS
NO. 31.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, APRIL 3, 1929.

I. CIRCUIT CARDS.

1. New circuit cards will be issued to the department today. Officers are notified to destroy all old circuit cards in the boxes.

II. INSTRUCTION TO TELEGRAPHERS.

1. The attention of the members of the department is called to the instruction to telegraphers in the back of the new fire alarm books. Rules 6 and 8 are revisions of the old rules and rule 10 is a new rule.

III. COMMENDATIONS.

1. Ladderman Chesar Aspessi of Ladder Company 23 is hereby commended for services rendered by him at Box 3564 at 7:34 P. M., February 17, 1929. Ladderman Aspessi was reporting for work when he was called to a fire in the rectory of St. Angela's Church, Blue Hill Avenue. The service rendered by Ladderman Aspessi undoubtedly prevented a serious fire.

2. Hoseman John F. O. Craig of Engine Company 53 is hereby commended for responding to and working at fire, Box 2514, March 19, 1929, while off duty.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 32.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, APRIL 8, 1929.

I. NEW ASSIGNMENT CARDS.

1. Sets of new assignment cards are being distributed to the department today. This new assignment of apparatus will go into effect at 8.00 o'clock Monday morning, April 15, A General Order explaining the detail of the operation of the new system will be published in the department on Friday, April 12th. In the meantime Company Commanders will prepare first alarm cards in order that they will be in readiness Monday, April 15th. The new cards should be carefully studied and the changes in response of each company noted.

2. The assignment boxes are to follow a uniform arrangement in every station and the cards will be arranged in the boxes as follows:

   1. Box numbers from 1200 to 7400.
   2. Assignment cards for island boxes.
   3. Assignment cards for mutual aid.
   4. Instruction cards.
   5. Circuit Cards.

3. The circuit cards which were issued to the department on April 3rd are to be kept in the box with the new sets.

II. RESPONSE OF APPARATUS TO FIRES IN EAST BOSTON.

1. With the operation of the new running card on Monday, April 15, apparatus assignment to response to alarms in East Boston will go by the following routes:

Via Charlestown and Chelsea:

Engine Companies
3, 10, 13, 26, 32, 33, 35, 37,
42, 50, 51.

Ladder Companies
3, 22.

Chief Officer
District 7.

Via Ferry:

Engine Companies
6, 7, 8, 12, 15, 16, 19, 20, 21, 38, 39.

Ladder Companies
8

Chief Officers
Division 1 and
District 4, 9.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott:
Chief of Department.

OFFICE OF THE

Fire Commissioner,

BRISTOL STREET.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, April 12, 1929.

GENERAL ORDERS No. 33.

I. RE-ARRANGEMENT OF ASSIGNMENT OF FIRE APPARATUS RESPONSE TO ALARMS OF FIRE.

INTRODUCTORY.

During the year 1926 there were 7,870 fires, with a total fire loss of $5,199,965. Sixty-three of these fires were accountable for 52.6 per cent of the loss. Therefore, it is an obvious fact that cutting down the fire loss of these large fires will reduce the total fire loss materially.

As a part of the plan to reduce the fire loss, the Fire Commissioner deemed it advisable to revise the present apparatus assignments to fires. Under this revision a larger force of men and apparatus arriving quickly at the scene will prevent the extension of the fire and cause its early extinguishment with a consequent smaller fire loss.

The number of alarms is reduced from six to five alarms in the congested districts and increased from four to five alarms in the outlying districts, thereby establishing a uniform card of five alarms and a general alarm, covering the whole city.

The assignment of engine companies on the new card in the High Value Congested District are four engines on the first alarm, six engines on the second alarm, six engines on the third alarm, five engines on the fourth alarm and five engines on the fifth alarm; two ladder companies on the first alarm, two ladder companies on the second alarm, one ladder company on the third alarm and one ladder company on the fourth alarm, making a total number of twenty-six engine companies and six ladder companies on five alarms, with the additional assignments of water towers, rescue company, chief officers and fireboats where the boats can operate.

The present assignments of engine companies in the same district are four on the first alarm, four on each of the second, third, fourth, fifth alarms and five on the sixth alarm. The assignments of ladder companies are two each on the first and second alarms and one each on the third and fourth alarms, totaling twenty-five engine companies and six ladder companies, with chief officers, water towers and rescue company and fireboats where the boats can operate.

REGULATIONS.

The following regulations for response and covering on alarms of fire are hereby ordered to take effect at 8 A. M., April 15, 1929.

All rules, orders or instructions issued previous to April 15, 1929, are hereby revoked.

Changes or additions to these cards shall be made by the company commander, or by a member designated by him, only on orders from Headquarters. The name of the company commander changing, or authorizing the change, the number of the order, and the date of same shall be entered in the company journal.

Special cards will be furnished from Headquarters, with frames, and company commanders shall arrange them to show the movement of their apparatus on first alarms. These cards are to be conveniently and conspicuously displayed on the wall of the main floor, or on the cover of the patrol desk under glass.

Regulations Concerning Fire Alarms and Signals.

The alarms will be designated as the First, Second, Third, Fourth, Fifth and General.
Assignments on the first lines, for first alarms.
Assignments on the second lines, for second alarms.
Assignments on the third lines, for third alarms.
Assignments on the fourth lines, for fourth alarms.
Assignments on the fifth lines, for fifth alarms.
General Alarm: *see* General Alarm assignment cards.

Alarm Signals.

First Alarm: Three rounds of box number struck on "Tapper" and two rounds on gong.

Private Fire Alarm Box Numbers: A preliminary signal of one blow, immediately followed by 2, 3 or 4 blows, etc., denoting the particular location, pause, then the box number. A duplicate number of the nearest street box will generally be used for the private box.

Example: 12–2351.
– -- -- --- ----- –

Teachers College and Girls' Latin School.
13–2351.
– --- -- --- ----- –

Martin School, Huntington Avenue and Worthington Street.

The entire signal will be struck three rounds on "Tapper" and two rounds on gong.

Multiple alarms and "All Out" signals will be struck without the private designating signal.

Example: Second alarm box 12–2351.
-- -- --- ----- –

Example: "All Out" signal for either box 22–22 2351.
-- -- -- -- -- --- ----- –

Multiple Alarms: The term multiple alarm means two or more alarms from the same box.

On all Multiple Alarms following the first alarm, a preliminary signal will be struck once, followed by one round of the box number on "Tapper" and one round on gong.

Second Alarm: Preliminary signal, two blows followed by the box number.

Third Alarm: Preliminary signal, three blows followed by the box number.

Fourth Alarm: Preliminary signal, four blows followed by the box number.

Fifth Alarm: Preliminary signal, five blows followed by the box number.

General Alarm: Fifteen consecutive blows followed by section alarm number, followed by box number, two rounds on "Tapper" and two rounds on gong.

In the event of a fire of such magnitude as to make it desirable to give a Third, Fourth, or Fifth alarm immediately after the First, intervening alarms may be omitted, and the Department will be governed by the same rules, relative to their response as if the alarms had been given in numerical order.

Special Signals: For islands in Boston Harbor and for despatching aid to cities or towns adjacent to Boston, a preliminary signal of thirteen consecutive blows, followed by the special signal denoting the island, city or town, struck two rounds on "Tapper" and two rounds on gong.

A. D. T. Alarms: Preliminary signal of eleven consecutive blows followed by box number struck two rounds on "Tapper."

Automatic Alarms: The box number indicating the building location, followed by a series of quick blows to indicate the floor, struck two rounds on the automatic company "Tapper."

All Out Signal: The preliminary signal of 22–22 followed by one round of the box number will be struck on "Tapper." It will be ordered only by the officer commanding at a fire. The receipt of this signal signifies that the companies engaged at the fire have been relieved and are prepared to answer their own assignments.

All Out Signal For A. D. T. Alarms: The preliminary signal 22–22, followed by eleven consecutive blows and the box number struck one round on "Tapper."

All Out Signal For Special Signals: The preliminary signal, 22–22, followed by thirteen consecutive blows and special signal struck one round on "Tapper."

Drill School Signal: Two blows struck three times, thus, 2–2–2 on "Tapper" denotes No Drill School, and when received at 8 A. M. indicates no morning session, and at 12.30 P. M. no afternoon session. This signal will be struck on order from the commanding officer of the department.

Public School Signal: One blow struck three times, thus, 1–1–1 on all gongs connected with the fire alarm system, and sounded on fireboats' whistles; when received at 7.45 A. M. indicates no morning session of the public schools, and at 12.45 P. M. no afternoon session.

Marine Call for Fireboats: Three long and two short whistle blasts, to be given by any boat, and continued until answered.

Railroad Signal for Fire: One long and three short whistle blasts repeated several times.

Special Signal for Telephones: Four blows struck three times, thus, 4–4–4 on "Tapper." On receipt of this signal company commanders will proceed immediately to call the Fire Alarm Office on Department telephone. If unable to get Fire Alarm Office through the Department telephone, they will then call from the nearest telephone to station.

The operator in charge of Fire Alarm Office will be responsible on all alarms for the proper response and covering of apparatus not specifically assigned by the assignment cards.

Companies shall respond or cover on all alarms Only when specifically assigned to do so by the assignment cards, otherwise they will remain in their stations until ordered to move by the Fire Alarm Office with the following exceptions:

When first alarms are received from two boxes and All the engine companies assigned to respond to the second box have already responded to the first box, the response for engine companies to the second box shall be by those companies in the second alarm assignment of the second box under whose number there is an inverted pyramid. This rule shall apply also in exactly the same way to ladder and water tower companies. Under this condition there shall be No covering except as ordered from the Fire Alarm Office.

When first alarms are received from two boxes and the Chief Officers assigned to respond to the second box have already responded to the first box, the response for Chief Officers shall be as under a second alarm from the second box, except on boxes where one Chief is assigned on the first alarm, then, only the District Chief assigned on the second alarm of the second box shall respond. There shall be no covering of Chief Officers except as ordered from the Fire Alarm Office.

A company covering the station of another company will follow the assignment cards of that company, except for multiple alarms from the box under which it is covering, in which case it shall follow the assignment card for that box.

Where a double engine company or a double ladder company are located in the same station, and one of the companies leaves quarters in response to a multiple alarm, the remaining company, in addition to their own assignments, shall assume the first alarm assignments of the absent company. A company covering in such station, in addition to assuming the assignments of the company which it covers, shall assume the first alarm assignments of the other company regularly quartered at such station, unless that company is covered. This regulation shall be posted conspicuously at the patrol desk of such stations.

When a ladder company is covering at the quarters of Engine Co. 46, the ladder company shall assume only the first alarm assignments of Ladder Co. 27, except as otherwise ordered by the Fire Alarm Office. This regulation shall be posted conspicuously at the patrol desk in the quarters of Engine Co. 46.

In cases where companies have not returned to their stations from an alarm of fire, and another box is received to which they are assigned, such companies shall not respond to the second box. The

following exception is made to this rule: Upon receipt of an alarm from a second box in District One, the Fire Alarm Office shall immediately despatch apparatus, and then notify the officer in command at the first box, who upon receiving notification shall immediately despatch any apparatus not engaged and shall at once notify the Fire Alarm Office of the action taken.

If, after receiving the last alarm for which there are assignments, more companies are needed at the fire, the commanding officer at the fire will order them through the Fire Alarm Office if, in his judgment, a General Alarm is not necessary.

The house patrol shall count accurately every alarm received and write the box number on the slate.

If the company responds, he shall sound the house gong on receipt of the first round on the "Tapper." He shall then write the box number on the slate and announce the box number and location (or the house to be covered) loudly and clearly, which announcement shall be then repeated to the driver by the company commander.

NOTE. It is here assumed that the first round has been counted correctly, and such is the requirement. In case of doubt, however, the patrol shall count the second round, or even the third, before proceeding as above; but when he does so, he must report the fact to his company commander, who shall forward a report of same on Form 5.

In case the company is assigned to respond to the fire on the next following alarm, the engine on the apparatus shall be started and kept in operation long enough to ascertain that it is in good working order, except between the hours of 10 P. M. and 7 A. M.

On receipt of a first alarm to which the company does not respond, the house patrol shall ascertain immediately the location of the box and whether or not the company is due to respond on any subsequent alarm from that box.

On receipt of any alarm to which the company does not respond, the house patrol shall cut out the gong, taking care, however, to allow it to remain out only while the alarm is being struck. The gong in all stations will be allowed to strike at least one alarm daily to serve as a test.

The house patrol shall notify promptly the company commander of any failure of "Tapper" or gong to strike correctly.

Upon arrival at a fire, Deputy and District Chiefs and company commanders shall report at once to the officer in command.

Upon arrival at covering quarters, and upon return to their own quarters, they shall report to the Fire Alarm Office by telephone before housing the apparatus.

The return to quarters from multiple or two or more first alarm fires shall be made in reverse order to the movement toward the fire, unless changed by order of the officer in command at the fire or by the Fire Alarm Office.

On receipt of still alarms, at least one engine company and one ladder company shall respond.

When operating under the conditions of these regulations, the telephone lines must be kept clear in order to facilitate the work of the Fire Alarm Office.

DEFINITIONS.

A star along side of box number and along side of company number indicates that such company shall respond to such box on first alarm.

A dagger along side of box number indicates that the fireboat shall not respond to such box.

ABBREVIATIONS.

E–Engine Co. L–Ladder Co. R–Rescue Co. Div.–Division.

INSTRUCTIONS TO THE FIRE ALARM OFFICE AS TO RESPONSE AND COVERING.

A full complement of apparatus shall be sent to each box except under extraordinary conditions.

At all times upon the receipt of a still alarm of fire in a hospital, the operator in charge of the Fire Alarm Office shall send the still alarm assignment of apparatus, and immediately transmit the nearest box.

On receipt of a still alarm between the hours of 6 P. M. and 11 P. M. the fire alarm operator, after obtaining the necessary information, shall say, "We will send apparatus, but please pull the nearest fire alarm box."

On receipt of a still alarm between the hours of 11 P. M. and 7 A. M. the operator in charge of the Fire Alarm Office shall send the still alarm assignment of apparatus, and then transmit the nearest box. Also, during these hours, after an automatic or A. D. T. alarm has been struck, the nearest box shall be transmitted. This rule may be modified by the operator in charge under extraordinary conditions.

The Fire Alarm Office shall at once notify the District Chief when companies in his district are ordered to leave their stations.

The fire alarm operator who receives the report of the return to quarters of a Deputy Chief, District Chief or company commander, shall at once notify him of the alarms then in or any other important event happening during his absence.

EMERGENCY CODE SIGNALS.

In the absence of telegraphers, the following system of emergency code signals will be in effect in this Department.

If a second alarm is desired, give a series of about twelve (12) quick taps on the Morse key; pause, then tap two DISTINCT blows, wait for "O.K." signal, then pull the hook.

Example: ---------- (Pause) -- wait for "O.K." signal (-- ---), then pull the hook.

For a third, fourth, or fifth alarm, twelve (12) quick taps as above then the number of DISTINCT blows increased to correspond with the character of the alarm desired.

After each signal has been transmitted and before the box is pulled, the fire alarm operator will tap 2-3 (-- ---) meaning "O.K."

For an "All Out" signal, give a series of about twelve (12) quick taps, pause, tap 22-22, pause, then tap the box number and wait for "O.K." signal.

Example: "All Out" box 1234 ---------- (Pause) -- -- -- -- (Pause) - -- --- ---- wait for "O.K." signal (-- ---).

If the fire alarm operator desires to have signal repeated he will tap 12-12 (- -- - --) meaning "Repeat."

When the fire alarm operator wants man at box to go to a telephone, he will tap 4-4-4 (---- ---- ----).

Keys to the doors of fire alarm boxes shall be carried by officers of the Department at all times.

Keys to the doors of fire alarm boxes shall be carried safely and conveniently on each piece of apparatus.

CAUTION.

Do not use Morse key if sounder in box is working. Be sure and lock the doors before leaving the box.

SIGNAL FOR COMPANY UNITS.

For the purpose of despatching company units to a particular box, the following signals will be struck two rounds on "Tapper" only:

For engine companies, four (4) blows twice (---- ----).

For ladder companies, five (5) blows twice (----- -----).

For rescue companies, six (6) blows twice (------ ------).

For tower companies, seven (7) blows twice (------- -------).

The company number and box number to follow the apparatus designating signal in each case.

Example: Call for Engine Co. 10 to respond to box 1612:

(---- ----) (- ----------) (- ------ - --).

Call for Ladder Co. 20 to respond to box 3127:

(----- -----) (-- ----------) (--- - -- -------).

SIGNAL FOR APPARATUS OUT OF SERVICE.

The following signals are adopted to report apparatus out of service, or breaking down responding to or returning from an alarm of fire, when telephone service is not available and a telegrapher is not present:

Out of service signal 8 blows - - - - - - - -
Engine company signal, 4 blows tapped twice - - - - - - - -
Ladder company signal, 5 blows tapped twice - - - - - - - - - -
Rescue company signal, 6 blows tapped twice - - - - - - - - - - - -
Tower company signal, 7 blows tapped twice - - - - - - - - - - - - - - -
"O.K." signal 2–3 - - - - - -
"Repeat" signal 12–12 - - - - - - - -

The officer in command shall have sent from the nearest fire alarm box the following signal: A series of about twelve (12) quick taps on box telegraph key, then pause, followed by eight blows given slowly and distinctly, to denote apparatus out of service, then followed by signal denoting type of apparatus, the company number and the box number.

Example: Engine 10 out of service near box 1532:
(- - - - - - - - - - - -) Pause (- - - - - - - -) Pause (- - - - - - - -) Pause
(- - - - - - - - - - -) Pause (- - - - - - - - - - -).

Example: Ladder 11 out of service near box 5191:
(- - - - - - - - - - - -) Pause (- - - - - - - -) Pause (- - - - - - - - - -) Pause
(- - - - - - - - - - -) Pause (- - - - - - - - - - - - - -).

The Fire Alarm Office will answer by giving the "O. K." signal, if the message is understood, or the "Repeat" signal, if it is not understood.

Upon receipt of the message, the fire alarm office shall despatch another company to the fire, if such action is necessary, and shall notify the Motor Squad of the disabled apparatus.

PUMPING STATIONS AND OPERATIONS.

High Pressure Station No. 1, Lincoln Power Station, Boston Elevated Railway, Commercial Street.

High Pressure Station No. 2, Edison Power Station, Atlantic Avenue.

Station No. 1 is equipped with two Worthington pumps of 4,500 gallons capacity each directly connected to a 750 H. P. Westinghouse steam turbine.

Station No. 2 is equipped with two Worthington pumps of 4,500 gallons capacity each directly connected to a Westinghouse motor 750 H. P., 220 volts. Current is supplied from the Edison system.

In order to give each station its proportionate part of work, the high pressure zone is divided into two divisions, "A" and "B."

Upon receipt of an alarm from Division "A" a pump will be started in Station No. 1 and the pressure increased to 150 pounds.

If a second pump is needed, No. 2 pump in the same station will be used. If a third or fourth pump is needed, the engineer of Station No. 1 will order Station No. 2 to start a pump. This regulation shall apply in reverse order to the pumping stations upon receipt of an alarm from Division "B."

The engineer in charge of station where the first pump is started will be responsible for the pressure.

If there is a fire in Division "A" and a pump in Station No. 1 is operating and an alarm is received from Division "B" no more pumps on the system will be started until needed to maintain the pressure. This regulation shall apply in like manner when a pump at Station No. 2 is operating and an alarm is received from Division "A."

No change in pump pressure shall be made except as ordered by the officer in command at the fire.

Engineer in charge of high pressure station shall notify the Fire Alarm Office by telephone of any sudden decrease in pressure.

In the event of more than one fire in the high pressure zone, at the same time, and an increase in pressure is ordered at either fire, the commanding officers at such other fires shall be notified by the Fire Alarm Office of such increase, prior to transmitting the signal to the high pressure station.

The following code signals shall be used relating to water pressure:

Increase pressure	-- -- --
Decrease pressure	--- --- ---
Stop pumps	--- ----- --- -----
100 pounds	- ---------- ----------
125 pounds	- -- -----
150 pounds	- ----- ----------
175 pounds	- ------- -----
200 pounds	-- ---------- ----------
225 pounds	-- -- -----
250 pounds	-- ----- ----------
275 pounds	-- ------- -----
300 pounds	--- ---------- ----------

Example: Increase pressure to 175 pounds.

-- -- -- - ------- -----

Decrease pressure to 125 pounds.

--- --- --- - -- -----

Upon receipt of "Stop pumps" signal from officer in command at fire, the Fire Alarm Office shall transmit the signal to the high pressure station, unless there is another box in from the high pressure zone.

Between the Fire Alarm Office and the pumping stations or between stations, code signals only will be transmitted. The engineer receiving signal will repeat it for confirmation. The following code signals shall be used:

Station No. 1	--
Station No. 2	---
Start No. 1 pump	-- - -----
Start No. 2 pump	-- -- -----
Stop one pump	--- - -----
Stop both pumps	--- -- -----

Signals without station code number transmitted by the fire alarm operator will be answered by the engineer of the first station to start.

The engineer, at the end of each signal which he may transmit, or which, after receiving repeats, will give the code number of his station.

If the fire alarm operator desires to signal either station in particular, he will first give the station code number before transmitting the code signal.

In the event of the high pressure system being out of service, the following signal will be struck on "Tapper": 8 blows, struck twice thus, -------- -------- Upon receipt of the signal 8–8, engine companies responding to alarms in the high pressure zone will proceed to connect engines to low service hydrants in the same manner as previous to the installation of the high pressure system.

When the high pressure system is restored to service the following signal will be struck on "Tapper" 9 blows struck twice, thus, --------- ---------

Should a water main in the high pressure system break during a fire in the high pressure zone, the officer in command at fire shall be notified immediately. Upon receipt of such information, the officer in command at fire shall at once proceed to take the water supply from the high or low service, or

both if available. He shall order the high pressure pumps stopped as soon as practicable, notifying the Fire Alarm Office of the water main break. The Fire Alarm Office shall in addition to transmitting the "Stop pumps" signal, inform the engineers at the high pressure stations of such water main break. Said engineers shall then shut down the sources of supply to the high pressure system. The Fire Alarm Office shall notify the Department by striking the signal indicating the high pressure system out of service.

The Water Division, Public Works Department, shall be immediately notified of the water main break by the Fire Alarm Office.

By Order of Fire Commissioner E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

CITY OF BOSTON PRINTING DEPARTMENT.

GENERAL ORDERS
NO. 35.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, APRIL 12, 1929.

I. JOHN P. CREMIN.

1. It is with deep regret that the Fire Commissioner announces the death of Ladderman John P. Cremin of Ladder Company 13 on April 11, 1929. Ladderman Cremin was appointed to this department on September 14, 1925.

2. The funeral will be held from the residence of his mother, 75 Harvard Avenue, Hyde Park at 12:30 P. M., Sunday, April 14, 1929, followed by services at the Church of the Most Precious Blood, Maple Street, Hyde Park at 1:30 P. M.

3. The Chief of Department will make the customary detail to act as funeral escort under the command of District Chief Charles A. Donohoe of District 13. The detail will meet at the quarters of Engine Company 48, Harvard Avenue and Winthrop Street, Hyde Park at 12:15 P. M., April 14, 1929. Regulation uniforms, sack coats and white gloves will be worn by the detail.

4. The members of Ladder Company 13 will be excused from duty during the hours of the funeral in order that they may attend the services. Members of the department who are off duty are invited to join the detail from this department.

II. A. D. T. TEMPORARY ASSIGNMENTS.

1. In addition to the temporary assignments published in General Orders No. 22, c.s., temporary assignments are hereby made for the following water flow alarms to remain in effect until the Bowdoin Square station is completed:

Signal	Location	Eng.	Lad.	D. C.
53	38 Bromfield St., C. W. Whittier, Agent	25	8	5
84	64-72 Canal St., Columbia & Meyers Uphol. Co.	6	1	4
126	127 Tremont St., George N. Talbot Bldg.	35	17	5
134	Tremont St.& Temple Pl., R.H.Stearns Co.	35	17	5
143	259-275 Washington St., Post Publishing Co.	25	8	5
144	4-8 Williams Court, Post Publishing Co.	25	8	5
159	Harding Uniform & Regalia Co., 16-22 School St., Coes & Young Co.	25	8	5
238	245-249 Washington St., Post Publishing Co.	25	8	5
275	82-89 Canal Street, Rapids Furniture Co.	6	1	4
724	131-134 Tremont Street, Shepard Stores,	35	17	5
725	48-54 Canal Street, C. C. Bailey Co.	6	1	4
726	56-62 Canal Street, Andrew Dutton Co.	6	1	4
951	20-24 Winter Street, A. Stowell & Co.	7	17	5
962	13-17- School Street, Post Publishing Co.	25	8	5
986	32-38 Canal Street, Boston Real Estate Trst.	6	1	4
987	40-42 Canal Street, " " " "	6	1	4
988	44-46 Canal Street, " " " "	6	1	4
989	28-30 Canal Street, Wm. Leavins Co., Inc.	6	1	4

III. A. D. T. AND AUTOMATIC ASSIGNMENT BOOKS.

1. The A. D. T. and Automatic Companies have had new assignment books made and they are now ready for delivery. Many of the assignments have been changed and assignments have also been made for A. D. T. water flow alarms, which have in the past called only for the response of Protective Department apparatus. These new assignments for A. D. T. and Automatic alarms will become effective at 8:00 A. M., April 15, 1929.

2. All of the Automatic cards and binders, marked with the company number will be returned to Headquarters on Tuesday, April 16, 1929. All A. D. T. cards will be removed from binders and returned to Headquarters in packages marked with the company number on Tuesday, April 16, 1929. The present A. D. T. binders are to be used for the new cards.

IV. FIRST ALARM CARDS.

1. Company commanders who desire cardboard to make up first alarm cards are requested to forward a communication on a Form 5, requesting the cardboard and giving the dimensions. These requests should be at Headquarters not later than Thursday, April 18, 1929.

V. CHANGE OF BOX NUMBERS.

1. The following changes in box numbers are hereby announced to become effective at 8:00 A. M., April 15, 1929:

	Present No.	New No.
Dorchester High School for Girls, Codman Sq.	3438	12-5356
Thos. J. Kenney School, Oak Ave. near Adams St.	12-3627	12-3477
Oak Square School, Nonantum Street,	5197	12-5295

2. These changes have already been made on the assignment cards, circuit cards and books.

VI. NEW FIRE ALARM BOX.

1. A new fire alarm box No. 13-3274, will shortly be installed in the Fields Corner Theatre. This box will be connected into circuit No. 68 and the assignment of apparatus will be the same as for Box 3274. This box is already provided for on the assignment card for Box 3274.

VII. RETIREMENT.

1. The following retirement, which took effect at 8:00 A. M., April 5, 1929, is hereby announced:

Apparatus Operator Daniel J. Murphy of Engine Co. 19.

2. Apparatus Operator Murphy was appointed to the department on May 30, 1890. His promotions were as follows: Assistant Engineer, September 20, 1901; Engineer, January 10, 1913; Apparatus Operator, June 3, 1927. He leaves the department with the best wishes of his associates.

VIII. COMMENDATIONS.

1. Engineer Frederick G. Menghi of the Maintenance Division is hereby commended for assisting at the accident in Cleary Square, April 2, 1929, while off duty.

2. Hoseman Walter W. Corwin of Engine Company 50 is hereby commended for services rendered by him at the fire at 43 Sever Street, Charlestown, March 29, 1929, while off duty. Hoseman Corwin discovered the fire, sent in the alarm and held the fire in check until the arrival of the apparatus.

3. Hoseman Patrick J. Smith of Engine Company 45 is hereby commended for responding to and working at still alarm, 75 Bradfield Avenue at 8:21 A. M., April 8, 1929, while off duty.

4. Assistant Apparatus Operator John F. Fox of Engine Company 19 is hereby commended for responding to and working at second alarm, Box 3563, April 8, 1929, while off duty.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 36.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, APRIL 18, 1929.

I. PROMOTIONS.

1. The following promotions are hereby announced to take effect at 8.00 A. M., Friday, April 19, 1929:

John F. H. Fox of Engine Co. 19 to Apparatus Operator,
William H. Tobin of Engine Co. 23 to Asst. Apparatus Operator.

II. ASSIGNMENTS.

1. The following assignment of men on probation is hereby announced to take effect at 8.00 A. M., Friday, April 19, 1929:

James J. Sariceno	To Engine 19
Francis E. Hollum	To Ladder 26

III. TRANSFER.

1. The following transfer is hereby announced to take effect at 8.00 A. M., Friday, April 19, 1929:

John J. McCue from Ladder 26 to Ladder 13.

IV. ROUTES FOR FIRE APPARATUS.

1. District Chiefs shall forthwith establish routes for all companies responding to or covering 1st and 2nd alarms in their districts. Where companies from more than one district are concerned the routes shall be determined by the Chiefs of such districts acting jointly.

2. When such routes are determined by the District Chiefs they shall be submitted to the Deputy Chiefs for their approval and a copy transmitted to Headquarters with the deputy chiefs approval and copies furnished to all companies affected. The officers and members of such companies shall familiarize themselves with the same.

3. All officers and drivers in charge of moving apparatus will be held strictly accountable for following such routes. If for any reason such routes are not followed due to emergency street or traffic conditions report of each time shall be made on fire report of each company stating reason for same.

4. If it is necessary to change routes for reasons known in advance of company leaving quarters the District Chief shall be notified and such change shall be approved by him in writing, a copy of such approval shall be forwarded to the Deputy Chief who shall notify all companies responding or covering on 1st and 2nd alarms with the company or companies temporarily using the changed route.

5. If for any reason a new route is established or one previously established changed for a period longer than two weeks the Deputy shall report same to Headquarters. Copy of routes of each company shall be kept on patrol desk. The Deputy Chief shall visit one or more houses two evenings a week and examine all officers and drivers in the presence of the companies regarding their knowledge of established routes, reporting result of such examinations to Headquarters weekly.

V. ASSIGNMENT OF FIRE APPARATUS TO NEW BOXES AND SIGNAL NUMBERS.

1. Hereafter, when new fire alarm boxes are to be installed or permissions requested to establish Automatic or A. D. T. signals the Fire Alarm Division will recommend to the Chief of Department the apparatus to respond to alarms from the new boxes or new signals. These assignments will not take effect until approved by the Chief of Department and ordered by the Fire Commissioner.

VI. COMMENDATIONS.

1. The Commissioner is pleased to publish the following letter which has been received from the Rt. Rev. R. J. Haberlin, Vicar-General of the Archdiocese of Boston, expressing appreciation for the services rendered by two members in this department at a fire in St. Peter's Church on March 20th.

"St. Peter's Rectory,
309 Bowdoin St.,
Dorchester, Mass.

April 2, 1929.

Mr. Eugene C. Hultman, Fire Commissioner, B. F. D.,
60 Bristol Street,
Boston, Mass.

Dear Mr. Hultman:

A week ago last Wednesday evening, during the services in St. Peter's Church, Dorchester, a fire suddenly started behind the high altar and were it not for the prompt and efficient efforts of Mr. Frank Galvin, Chief's Driver, of Engine Company 17, and Mr. John Kelly, of the Maintenance Department, Fire Headquarters, there might have been a very serious fire.

These two men, without attracting any attention from the congregation present at the services extinguished the fire and modestly retreated.

I felt, therefore, it is only my duty to say a few words of commendation in their behalf.

Very sincerely yours,

R. J. Haberlin"

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 38.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, APRIL 26, 1929.

I. MOVEMENT OF FIRE APPARATUS.

1. All orders heretofore issued regarding the speed of fire apparatus in the Fire Department are hereby rescinded and the following rules are issued to become effective forthwith. In accordance with the Statutes fire apparatus has the right of way responding to alarms of fire, but this does not permit careless or reckless driving, - the rights of others on the road must be respected. The officer in charge and the operator of the fire apparatus will be held strictly accountable for all accidents occurring while responding to or returning from fires.

2. The speed of apparatus responding to an alarm of fire must never exceed twenty-five miles per hour in any part of the city, and this speed will be allowed only when the traffic conditions permit it. In the in-town section of the city the speed must never exceed twenty miles per hour, and this speed must be attained only under the most favorable conditions. In returning from fires the speed must not exceed fifteen miles per hour in all parts of the city.

3. Water Towers will not exceed a speed of twelve miles per hour in responding to alarms of fire, and in returning from fires the speed must not exceed ten miles per hour.

4. In responding to cover other quarters on multiple alarms, whether through the streets of Boston or other cities and towns, the apparatus must not be driven, at any time, faster than fifteen miles per hour, and in passing through congested sections, this limit must be reduced to conform to absolute safety.

5. In leaving quarters in response to an alarm of fire, a man must proceed the apparatus before it leaves the house, at all times, in order to stop all approaching vehicles, street cars, or pedestrians.

6. When approaching congested squares or street intersections, apparatus must slow down or come to a complete stop if necessary. Chauffeurs must always take into consideration the slippery condition of streets and regulate the speed of apparatus so as to prevent the possibility of accidents at street crossings.

7. In returning from fires, siren horns must not be used and the bells on apparatus are to be used only to a limited extent. In passing through adjacent cities or towns in returning from fires, special care must be taken not to make any unnecessary noise.

8. When backing apparatus into streets, passageways or company houses, a man shall be stationed at the rear of apparatus in order to direct the operator and avoid unnecessary injuries or accidents.

9. When fire apparatus approaches the intersection of streets where a traffic officer is on duty the apparatus will come to a stop until a positive signal to proceed is received from the traffic officer.

10. If anyone interferes in any way with the response of apparatus to a fire the officer in charge should make every possible effort to obtain the identity of the person responsible for the interference and report the same immediately to his superior officer so that prosecution may be commenced under the Law.

II. CHANGE OF TIME.

1. Sunday, April 28, 1929 is the date required by Law to make a change in clock time. In order to conform with the Law - clocks in the department stations will be set ahead one hour at 2.00 A. M., and all tower clocks maintained by this department will be set ahead one hour at 6.00 A. M., or as soon thereafter as is practical by the men regularly assigned to winding the clocks.

III. FIRES IN MANHOLES.

1. In the future, whenever the apparatus of this Department is called upon to respond to fires in manholes, in addition to the fire reports on regular forms covering the fire, a report on Form 5 will be forwarded by the District Chief in the District in which the fire occurs, stating the location of the manhole and by whom it is owned.

IV. COMMENDATIONS.

1. The Fire Commissioner has received from Mrs. Francis B. Austin, Pond and Avon Streets, Jamaica Plain, a donation of $10. to the Boston Firemen's Relief Fund in appreciation of the service rendered by the members of this department at a fire in her home on April 16, 1929.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.

GENERAL ORDERS
NO. 39.

HEADQUARTERS, FIRE DEPARTMENT,
BOSTON, APRIL 30, 1929.

I. RESPONSE OF APPARATUS TO FIRE IN EAST BOSTON.

1. All previous orders with reference to the routing of fire apparatus to East Boston are hereby rescinded.

2. Apparatus in response and covering from Charlestown and City Proper on alarms received from East Boston will go by the following routes:

	Via Charlestown, Chelsea, Meridian Street.	Via North Ferry
Second Alarm,	Engine 3, 26, 32, 50, Ladder 22, Dist. 7.	Eng. 6, 8, 15, 39, Lad. 8, Div. 1, Dist. 4.
Third Alarm,	Eng. 13, 33, 35,	Eng. 12, 21, 38.
Fourth Alarm,	Eng. 10, 37, 42, Lad. 3,	Eng. 16, 20, Dist. 9.
Fifth Alarm,	Eng. 51,	Eng. 7, 19.

3. Towers will proceed via Charlestown, Chelsea, Meridan Street, when ordered to respond from City Proper.

4. Whenever two or more alarms have been received from the East Boston district, the ranking officer responding with the first ferry boat load of fire apparatus, will detail one private from among the responding companies on board to remain at the ferry slip at the East Boston side.

5. The member so detailed will keep himself informed regarding the receipt of additional alarms from the East Boston district and will give advice and information to the ferry authorities with a view to preventing delay in the response of fire apparatus.

6. Should any emergency arise in which boat service becomes inadequate, causing serious delay to the companies, the ranking officer present shall direct the companies to respond according to his best judgment. The same officer shall also detail one man from one of the companies present, to stay at the ferry with instructions to direct other apparatus that would respond on additional alarms in the East Boston district.

7. There are direct signal connections from the Fire Alarm Office to both Chelsea Street draw tenders' houses in Charlestown and to the Meridian Street draw tenders' house in East Boston by which the Fire Alarm Office notifies the draw tenders when apparatus responds over such route going to East Boston.

8. There is a direct signal connection from the Fire Alarm Office to the toll office of the North Ferry (city side) by which the Fire Alarm Office notifies the Ferry attendants when apparatus is responding to East Boston, via Ferry. Also, there is a direct signal connection from Engine Company 9 quarters to the office of the North Ferry, East Boston side.

9. In addition to these direct signal connections, there are city gongs located at the toll office of the North and South Ferries, at both the city and East Boston sides, on which all alarms are received.

10. The ferry service of the North Ferry is on a 24-hour basis.

11. The ferry service of the South Ferry is on a 6 A. M. to 10 P. M. basis.

BY ORDER OF FIRE COMMISSIONER E. C. HULTMAN:

Daniel F. Sennott,
Chief of Department.