

ANNUAL REPORT
FIRE DEPARTMENT
CITY OF MADISON, WISCONSIN

1946

CHIEF EDWARD JOSEPH PAGE

Honorable F. Halsey Kraege, Mayor,

Honorable Board of Police and
Fire Commissioners

Madam and Gentlemen:

I have the honor to present to you herewith the annual report of the Division of Fire for the year ending December 31, 1946. The following pages cover the usual statistical data for the various divisions of the department as well as letters from the responsible heads of these divisions; namely, Fire Prevention Bureau, Bureau of Training and Instruction, Maintenance and Repair and the Police and Fire Alarm systems.

In submitting this report covering the activities of the department for the past year, we are conscious that we have reached another milestone in Fire Department service. Someone has quoted a milestone as being a "stopping off" point in our lives at which we take stock of where we have been and where we are going. At this point it is well for us to look back and survey the demands made on the Fire Department personnel and equipment during the past year.

I stated in the report of 1945 that we were fully conscious of the fire challenge that we would meet in the year 1945 and the succeeding years. This statement was based on very exacting and painstaking surveys of the various Fire Protective Associations in our country.

We have had occasion in our department to meet this challenge in the past year and I am pleased to state that the personnel of the department met this challenge with the fullest measure of firemanship. They used all the available equipment in a most efficient manner, and this combined with outstanding feats of firemanship, courage, and splendid cooperation were responsible for bringing these fires under control.

I believe, to the best of my knowledge, the Hofbrau fire was the most hazardous and serious threat to the safety of our high-hazard district that Madison has ever seen. In stating this we must take into consideration, weather, type of structure and the extreme exposures on both sides of this building.

In reviewing the demands made on the department and its personnel during the Hofbrau, Nuss Implement and Garver fires, again it brings out a very definite weakness in our department -- a weakness to which we have referred many times in the past.

During the Hofbrau fire it was absolutely necessary to press into service all off-duty personnel and all mobile equipment including antiquated reserve units. This left our city with practically no protection for many hours during the period of these fires.

We were not able during these periods to meet with a similar type of fire or one having considerably less major proportions as these fires. Again it was presented to us that were we to have two major fires at the same time in this city, they would in all certainty prove disastrous.

I fully realize the tremendous tasks ahead of us and the Common Council to provide monies for the building up of the department so that it will be capable of meeting the aforementioned situations.

An excellent step forward has been made by the Mayor, the Common Council and its various committees in providing in the 1947 budget, monies for the purchase of new mobile equipment and also for the building of the new No. 8 Fire Station. This however, cannot be considered an expansion program. It is merely building up the department to a standard we should have attained in the year 1940. The purchase of this equipment can only be considered as a replacement for antiquated, wornout equipment.

The future development for our department which I urgently request, and which can be considered an expansion program, is the building of the new No. 3 Station on Williamson Street to replace the old quarters which at long last has served its purpose as a Fire Station. The building is so old, dilapidated and in need of so much repair work that it cannot be considered a safe investment for improvements and should be torn down and replaced. The property adjacent to the station, and the property on which the present building is situated can be used. This will allow us to construct a drill yard and the No. 3 Fire Station which will also house the alarm system headquarters, the drill school and Drillmasters quarters. This last mentioned is an absolute "must" if we hope to build the Fire Department up to a standard department of today.

I earnestly request that serious consideration and immediate action be given to the appropriation of funds to construct this building. As I have stated many times before, we cannot hope to train an organization as large as the present personnel of our department efficiently without proper facilities for such a training program. Men must be trained and drilled continuously if we are to strive toward a peak of perfection. This type of building would permit us to work out and put into effect such a training program.

The present condition of the fire alarm system servicing the City of Madison is absolutely inadequate, a statement which is borne out by Fire Underwriter surveys. This situation is detrimental to fire department service when we consider that the transmission of fire alarms and the receiving of these alarms is the beginning of efficient response to fires. Fire alarm and communication systems are the nerve centers of the Fire Department.

I asked in the past year to have trained personnel for the receiving and dispatching of alarms for the very reason that these alarms, as stated before, are the absolute center around which fire department operations revolve. This request was denied.

There seems to be some thought in the minds of various aldermen and people interested in fire department service that the present type of box alarm system will be replaced by radio. May I state that in my opinion, which is based on the consensus of thought of the outstanding Fire Engineers of the country, that radio, or no other type of transmission of alarms will ever be accepted to supplement the new modern type transmission of alarms, which generally speaking is our box alarm systems.

We have had a survey in the past year from the Gamewell Company in which they have set forth figures covering cost of installation, material, labor, etc. for the installation of a modern alarm system which will serve the present needs of our city, and which is so constructed that it can be added to as our city expands in the future without a great deal of additional cost for these future additions. We will then have an alarm system that will be most modern and one which will serve the future needs of the City of Madison for many years to come.

Requests for the modernization has been entered in every budget and every annual report for the past many years. To date nothing has been done to correct this situation, which is, as I have stated before, entirely undependable, and will in all certainty, through its inadequacy, prove disastrous at sometime.

In the past year we have made considerable improvements in the various Fire Stations throughout the city, namely insulation, weatherstripping and the provision of automatic stokers. From an economical as well as a healthguarding standpoint, I am sure that the results obtained will pay for the investment in a short time. We were also able during the past year to do some remodeling at Headquarters Station by which we obtained suitable office space to better coordinate and facilitate the work of the various bureaus and headquarters office staff.

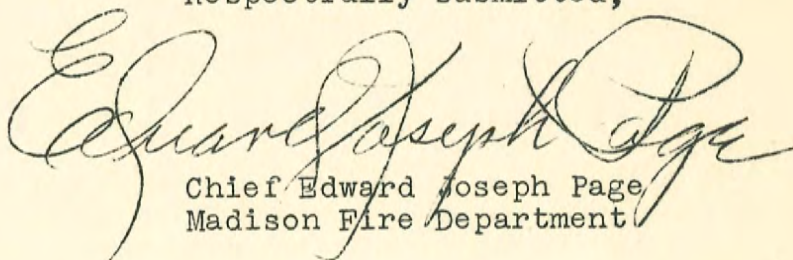
I wish to express my thanks and appreciation to the Honorable Mayor and the Honorable Board of Police and Fire Commissioners and the Common Council for their untiring efforts in providing a 72 hour work week which is certainly a definite step forward in making the firemen's work hours at least somewhere comparable to other trades and professions. I know of no other action taken by the city fathers that has been as greatly appreciated by the men of the department as the 72 hour work week ordinance.

I wish to thank the officers and men of our department for their splendid cooperation during the past year, and I feel certain that during the year 1947 the splendid cooperation and high degree of firemanship will be continued.

May I at this time express my thanks and appreciation to the Honorable Mayor, the Honorable Board of Police and Fire Commissioners, and the Common Council for their splendid cooperation during the year 1946. I also want to thank the heads of the various city departments and their personnel for their cooperation during the past year.

I feel that it is proper at this time, since in the very near future we will be operating under a City Manager form of government, that I, as Chief of the Fire Department, should assure the future City Manager of our fullest cooperation at all times.

Respectfully submitted,

A large, stylized handwritten signature in dark ink, which appears to read "Edward Joseph Page". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Chief Edward Joseph Page
Madison Fire Department

BUREAU OF TRAINING & INSTRUCTION
CAPTAIN EDWARD P. DURKIN

Chief Edward Joseph Page,
Madison Fire Department,
Madison, Wisconsin.

Dear Sir:

I wish to respectfully submit the following data for the yearly report from the Bureau of Training and Instruction covering the year 1946.

The "In-Service" training program for the year 1946 consisted of the following: special courses by the Drill Instructor, periodic class sessions by the Drill Instructor, daily class sessions by the seven station officers in their respective stations, and conferences of department officers covering administrative and operational problems.

Each of the foregoing groups consisted mainly of the following procedures: safety factors, hose layouts and responses and team work which were reviewed, corrected or improved.

There were 30 meetings of station officers of approximately $2\frac{1}{2}$ hours per meeting. They reviewed fire alarm responses, analyzed practice procedure, received first hand explanation of policy and submitted recommendations for department working procedure and practice. The total amount of man hours contributed by officers off duty was approximately 1,000 man hours.

The drill instructor conducted 184 classes and drill sessions totaling 640 hours for an average of 3 hours per session. The class attendance averaged from four to sixteen men. Each man received an average of 14 hours of instruction. The sessions covered material in the department drill manual, Rules and Regulations, General Orders, new equipment, practices and procedures, ladders, pumping engines, relief valves and governor adjustments.

There was a total of approximately 7,000 mimeograph sheets covering streets, boxes, basic procedure, life nets, velocity charts, foam nozzles, hydrants, nursing homes, special hazards, building layouts, sprinkler systems and territories.

Promotional examinations for Inspectors, Lieutenants, and Captains were compiled from departmental data for vacancies occurring throughout the year. A total of 21 candidates participated in these examinations; six were appointed to vacancies.

The department participated in two holiday parades: Army Day and Labor Day, taking first place in the Labor Day parade. A total of 47 members of the department contributed a total of approximately 15 hours per man of their off duty time. This includes attendance at the Fire Prevention Week show. These drills are no longer being held, due to the sale of the

National Guard Armory to a private firm which is using it for business purposes.

No. 1, No. 3, and No. 4 truck companies which carry life nets were issued ten sawdust filled sack dummies apiece for life net training. Engine companies throughout the summer were combined with truck companies for life net drills in catching these dummies. A total of 44 drills of this type were held at various stations.

Permission for the use of the University Stock Pavilion was obtained in January from Dean Kivlin of the College of Agriculture for use in ladder drills during the winter months. All former members of the department returning from the Armed Forces were given refresher drills in the use of the 35 and 50 foot ladders, using the reserve ladder truck which is stationed at No. 7 Station. A total of 35 of these drills were held. Due to the greatly increased student enrollment at the University the use of this building is no longer obtainable.

An athletic program was instituted in conjunction with the City Recreation Program. 60 members of the department participated in the 61 scheduled games, winning first place and the cup in their division. There was a total of 57 games won and 4 games lost. This was largely made possible due to the solicitation and aid of the Fire Department Union and various merchants throughout the city who sponsored and donated a total of \$450.00 for suits and equipment.

The Village of Oregon volunteer department received instruction in raising and handling the 50 foot ladders, forcible entry and ventilation, and fire prevention from Captain Gabbei of the Fire Prevention Bureau and myself. These classes were conducted in Oregon in the evening. There were four classes of 47 men, making a total of 12 hours of instruction.

The following training outline gives an estimate of the training and instruction necessary for intelligent work performance in a modern fireman:

1. Organization and General Operations: -- To give a composite picture and general understanding of the essential divisions, authority, jurisdiction, the means of communication, methods of response, discipline, and administration.
2. Care of Apparatus, Quarters, Equipment, Buildings, and Grounds.
3. Water Department: -- A knowledge of available water supplies.

4. Tools and Appliances: -- The why, when, where, and how of use. Their proper care. To give not only recognition of but actual practice in the use of nozzles, playpipes, reducers, increasers, hose rollers, gates, cellar and subcellar pipes, hooks, axes, claw tools, lock breakers, lights, and numerous other tools and appliances commonly carried on well-equipped apparatus.

5. Hose Care and Operation: -- To impart practical and scientific knowledge concerning the proper care and treatment of hose and fittings in order to insure a maximum of efficiency in their use; also to give practice in the laying of hose lines and the operations of various types of pipes, nozzles, and special devices.

6. The Fire Alarm System: -- The nerve center of the department. Methods of operation, types of boxes, signals, assignments on alarms, proper receipt of alarms, auxiliary systems, radio.

7. Use of Ladders and Tying Knots: -- Emphasis placed on the indispensable value of quick and efficient use of these to save life and facilitate operation of hose lines.

8. Pumping Engines and Pumper Drills: -- This important lesson gives at least a cursory understanding of the various types and makes of standard fire-pumping engines and hose carriers. Special attention to be given to draughting water.

9. Special Apparatus: -- Improvised water towers, foam trucks, searchlights, and other types.

10. Gases and Masks: -- General description of different types of masks and their purposes, with emphasis on those carried by the department. Discussion of gases, with their peculiarities and proper identification; stress nature of gases encountered at fires.

11. Standard First Aid: -- Brief review of the course which all fire fighters should complete. Drill thoroughly on artificial resuscitation, burns, and shock.

12. Fires and Fire Fighting: -- To give a basic understanding of the chemistry of fire and the physical and chemical principles involved in its control and extinguishment. Technical and involved terms should give way to practical everyday language and illustrations.

13. Forcible Entry, Ventilation, and Overhauling: -- Enumerate methods and objectives, giving actual demonstrations and drill in the proper use of tools and equipment essential to such work.

14. Use of Chemicals and Auxiliary Equipment: -- Special agents such as soda and acid, foam (both powder and Liquid), carbon tetrachloride, carbon dioxide, fog nozzles, sand, dry powder, etc., with conditions and circumstances under which they are most effective.

15. Rescue Work: -- Use of ladders (all types), ropes life belt, jumping nets, life rope, inhalators, and other improvised means of saving life.

16. Miscellaneous Equipment: -- Air compressors -- use of lines, drilling equipment, nozzles. Light generating units. Oxy-acetylene cutting torches. Electric saws.

17. Evolutions: -- Tying knots in rope, laying of hose lines under various conditions, relaying of water, raising and placing different types of ladders, use of salvage covers, connecting to standpipe, sprinkler, refrigeration systems, and all other practices necessary in a given locality.

18. Elementary Hydraulics: -- The difference between hydraulics and hydrostatics. The train of events that goes with producing fire streams. Simple, practical explanations and demonstrations. Methods for quick computation.

In conjunction with this submitted data, I wish to call to the attention of the Honorable Board of Police and Fire Commissioners and Chief Page, certain observations regarding this department's drill and instruction work which can no longer be overlooked if I as the present head of this Bureau can be expected to continue in this work.

In practically no other occupation, except the fire service, is a man ever hired on previous fire fighting experience. The complex job of fire fighting is a career, not an occupation or a hobby and men in their early twenties, sound of mind and body are chosen by the Honorable Board of Police and Fire Commissioners through a very rigid mental and physical examination. Firemen have to be trained, and trained hard. The firemen's principal duties demand mobility and flexibility of action which enables them to execute commands instantly. Engine men and truckmen have to so consolidate their movements at a fire scene to produce a complex coordinated plan which is mandatory for the saving of life and the extinguishment of fire.

The training of a fireman is designed to achieve three specific purposes:

A. to equip him with a sufficient amount of information on the duties, problems and hazards relating to his profession.

B. To develop a high degree of efficiency in the manual practice having to do with the use of hydrants, extinguishers, ropes, entry tools, hose, pumping apparatus, and ladders which he must employ safely.

C. To develop and instil confidence in his own ability to use this equipment and to work effectively under very hazardous conditions.

This job in the Madison Fire Department becomes still more complex due to four different types of ladder equipment and four different types of pumping equipment.

When learning any trade or skill, the workman must first become acquainted with the ordinary and special tools which are to be used. He must learn their names, peculiarities and uses. A fireman must acquire a ready familiarity with every tool, appliance, and piece of equipment in his station. The average person does not realize that there are over 100 of these in an ordinary fire department, exclusive of apparatus, ladders and hose. After obtaining this knowledge the embryo fireman must still learn to unite several isolated actions into a single intelligent job and this procedure is the basis and reason for drill work. Practice makes perfect, and supports the requirement to this effect, that a fireman must also develop confidence in his ability to use, without fear, all kinds and types of ladders, life saving gear and masks.

The initial ground work and certain preliminary basic training principles can be taught by the company officers at various stations. However, the unity of combined teamwork, both by the crews themselves and other companies in the department working together at a fire, can only be attained at a central spot where these maneuvers can be taught.

For the past 18 years, since 1929, in the budgets of the previous Chiefs, the annual reports, and under the very progressive leadership of Chief Page, the extreme need for this Instruction and Training Building has been asked for and pointed out to the Mayors and Common Councils of the City of Madison.

I well realize that many other items are also demanding attention from various groups in the City, who undoubtedly feel that their requests are also as paramount as any others. I also agree that in any complex problem, the proper solution of this is only attained through analysis as to which of its many component parts shall be deemed of first importance.

The City of Madison with its recent expansion of personnel in the Department, the growth and heavy increase in population, plus the cold-blooded fact that fire is always with us, and no one can safely state who will be demanding this instantaneous protection next, cannot any longer be ignored.

It is only due to the complete whole-hearted initiative, cooperation and willingness of the entire personnel of the Fire Department that it has been possible to attain the efficiency which we have attained. Too much credit cannot be given to the department personnel for this work.

In my report of last year to you, I specifically pointed out our various needs. I well recognize that you and the Honorable Board of Police and Fire Commissioners have done everything in your power to forward this program and to realize its objective. Recognizing the fact that it is impossible to remain static, that we either progress or go backward, I genuinely regret that unless some positive indication is given of the city's intentions to provide for this more advanced training, that I must request relief from my present assignment and be returned to station duty.

In closing I wish to express my very deep appreciation to you Chief Page, and to the Honorable Board of Police and Fire Commissioners for the honor and privilege of serving you; to Assistant Chiefs Brown and Sime, Captain Lerwick and Captain Gabbei, for their help and cooperation, and to the officers and men of the various stations for their confidence and cooperation which has been indicated by the results shown at major fires.

Very respectfully,

Edward Patrick Durkin.

Captain Edward P. Durkin,
Bureau of Training & Instruction

MONTHLY CLASS AND DRILL SESSIONS

	Sta. 1	Sta. 2	Sta. 3	Sta. 4	Sta. 5	Sta. 6	Sta. 7	Total
January	18:15	27:30	30:00	22:00	29:25	18:45	28:30	174:25
February	17:45	24:00	33:30	16:00	32:40	27:30	19:30	172:55
March	17:10	29:15	30:00	17:25	11:20	30:15	25:15	160:40
April	18:30	31:00	31:30	18:45	36:55	4:30	15:30	156:40
May	23:40	28:15	21:30	21:40	31:45	15:30	22:00	164:20
June	21:10	31:35	26:00	19:20	27:40	14:30	15:30	155:45
July	27:50	33:25	32:50	29:25	29:25	29:25	28:25	209:25
August	32:53	31:00	29:45	29:45	21:15	21:45	31:00	197:23
September	28:25	31:25	28:25	35:50	29:00	27:25	27:25	207:25
October	33:00	39:45	31:15	36:30	27:45	30:30	31:15	230:00
November	20:55	25:30	24:30	24:30	30:00	28:15	32:00	185:40
December	<u>25:20</u>	<u>29:15</u>	<u>31:00</u>	<u>29:45</u>	<u>23:30</u>	<u>19:00</u>	<u>27:30</u>	<u>185:20</u>
TOTAL	284:53	361:55	350:15	300:55	330:40	267:20	303:50	2199:48

These drills were conducted at all stations by
Station Officers

FIRE PREVENTION BUREAU
CAPTAIN PAUL J. GABBEI

Chief Edward Joseph Page,
Madison Fire Department,
Madison 3, Wisconsin.

Dear Sir:

I am submitting to you the report of the Fire Prevention Bureau for the year ending December 31, 1946.

The Bureau has been in operation since October 1945 and during the past year the all-important ground work has been laid for the future efficient functioning of this Bureau.

The prevention of fires, is of course the most important function of our Bureau. Statistics show that a large percentage of fires in the City of Madison could have been prevented had the citizens been properly educated in the rules of fire prevention. This we are attempting to do.

The investigation of the cause, origin, and circumstances of fires is another important function of the department. By ascertaining the cause and origin of a fire we are able to give intelligent and constructive criticism about the preventing of similar fires.

Plans have been formulated for a survey of the City of Madison which will include information as to the type, construction, location, and other pertinent data of all buildings which will be invaluable to the Bureau in carrying out intelligent inspections and in making intelligent recommendations. The putting into operation of this plan will take a considerable length of time due to an insufficient number of personnel.

We are at the present time in the process of writing a Fire Prevention Code for the City of Madison. The main points of this proposed code are:

1. The prevention of fires.
2. The storage and use of explosives and flammables.
3. The installation and maintenance of automatic and other private alarm systems and fire extinguishing equipment.
4. The maintenance and regulation of fire escapes.
5. The means and adequacy of exits from factories, schools, hotels, lodging houses, asylums, hospitals, churches, halls, theaters and all other places in which numbers of persons work, live or congregate from time to time for any purpose.

6. The investigation of the cause, origin and circumstances of all fires.

This ordinance when passed will serve a two-fold purpose. It will give our Bureau and our Inspectors definite legal bases on which to conduct investigations and inspections, and will contribute to the safety and well-being of the citizens of Madison in making them more "fire conscious".

We had asked in our 1947 budget for a sufficient amount of money to purchase cameras, photographic supplies and to set up our own darkroom for the developing of our pictures. Equipment of this kind has proved invaluable in other cities, both smaller and larger than Madison in the compiling of legal evidence to be presented in court, and in taking pictures of actual fires and the results of fires. Our budget as approved on December 27, 1946 is not sufficient to purchase all of this equipment. This will retard our plans to a great extent in 1947.

Our Bureau has during the past year furnished speakers at various school and civic organizations giving them information relative to fire prevention in their homes and schools. Fire drills, under the supervision of our Inspectors, were conducted in all 26 Madison schools during October of last year. Certain discrepancies were noted in these fire drills and they were called to the attention of the school officials. The Board of Education requested that we submit to them a standard operating procedure for the conducting of these drills. This we have done.

Inspector George L. Stanek was appointed to the Bureau on January 1, 1946 and Inspector Erwin G. Beale was appointed on January 3, 1946. Inspector Philip A. Narf was transferred from the Bureau during the past year due to illness. Lieutenant-Inspector Arne W. Lerwick left the Bureau when he was appointed Master Mechanic on June 16, 1946. Inspector Harry Page and Inspector Carroll J. Paltz were added to the Bureau in August, making a total of one captain and five inspectors. E. Joseph Loberstein was appointed Secretary on May 1, 1946 but upon the resignation of the Chief's Secretary in June, was appointed to that position. John Hereid was appointed Secretary on August 9, 1946.

I want to express my deep and sincere appreciation to you, to Assistant Chiefs Brown and Sime and to the Honorable Board of Police and Fire Commissioners for the splendid assistance and cooperation rendered in making our first complete year the success it has been.

Respectfully submitted,

Paul J. Gabbei

Captain Paul J. Gabbei,
Fire Prevention Bureau

The City of Madison is divided into two districts for Fire Department record purposes -- "In Fire Limits" area and "Out of Fire Limits". The "In Fire Limits" area covers that territory surrounding the Capital square west to and including districts on Monroe Street, east to Ingersoll Street, south to West Washington Avenue and Park Street and most of the University district.

The "In Fire Limits" areas comprise the high value property of the City. The "Out of Fire Limits" area comprises the remainder of the city -- the residential districts and the light industrial and business sections.

Our present City Code requires four inspections per year in the "In Fire Limits" areas and two inspections per year in the "Out of Fire Limits" areas.

The following pages which are compilations of our work during the year 1946 are broken down into these two categories.

INSPECTIONS

	Regular Inspections		Special Inspections		Re-Inspections		Total	
	In	Out	In	Out	In	Out	In	Out
ary.	170	90	304	36	16	12	490	138
uary	86	440	344	44	18	16	448	500
h	177	312	325	101		4	502	417
1	379	50	289	43	4	5	672	98
	410	23	244	3	11	1	665	27
	161	61	306	5	10	2	477	68
	132	129	226	30	9	1	367	160
st	174	85	294	40	4	12	472	137
ember	345	97	317	19	10	1	672	117
ber	267	161	287	29	1		555	190
mber	159	348	396	27	1	4	556	379
nber	<u>173</u>	<u>77</u>	<u>1004</u>	<u>52</u>	<u>2</u>	<u>2</u>	<u>1179</u>	<u>131</u>
L	2633	1873	4336	429	86	60	7055	2362

DEFECTS

	Electrical		Rubbish, Oily Rags Etc.		Fire Extinguishers		Fire Escapes and Stairways		Fire Doors		Volatile Liquids		Misc.		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
January	24	26	68	46	22	18	28	4	11	5	10	5	48	28	261	132
February	21	160	30	131	9	126	3	34	1	38	3	37	6	56	73	582
March	53	74	61	77	29	60	28	23	22	18	3	13	19	27	215	292
April	101	12	109	26	65	13	20		18		14	5	31	4	358	60
May	109	11	109	8	95	5	61	1	21	1	12	1	145	6	552	33
June	72	8	70	3	70	10	55	1	35		10	5	76	3	388	30
July	36	24	37	51	33	29	37	16	12	12	6	5	47	53	231	167
August	44	15	67	42	42	12	45	8	20	3	9		56	13	283	93
September	125	54	132	55	67	22	66	25	38	14	17		103	36	549	206
October	110	50	130	47	63	43	60	13	47	21	20	5	81	44	511	223
November	68	112	58	92	81	69	47	43	28	32	8	8	106	74	396	430
December	111	17	86	26	53	27	40	4	39	6	4	3	79	27	412	110

REFERRALS

	Electrical		Building		OK'd by Electrical		OK'd by Building	
	In	Out	In	Out	In	Out	In	Out
January	43	20	39	19	--	-	-	2
February	11	90	4	54			3	
March	9	26	71	22	11	13	2	7
April	24	2	11		2		4	1
May	19	1	24		2		1	
June	17		15		25	15	20	12
July	8	9	12	9	9	25	7	5
August	14	2	5	3	11	8	3	5
September	32	11	23		57	18		
October	23	13	32	9	2	1	22	18
November	15	16	19	21			3	3
December	<u>17</u>	<u>6</u>	<u>32</u>	<u>8</u>	<u>---</u>	<u>---</u>	<u>11</u>	<u>4</u>
TOTAL	232	196	287	145	119	80	76	57

INVESTIGATIONS AFTER FIRE

	In	Out	Total
January	7	8	15
February	6	17	23
March	4	15	19
April	4	19	23
May	4	7	11
June	4	7	11
July	2	17	19
August	11	19	30
September	7	8	15
October	5	9	14
November	4	15	19
December	<u>5</u>	<u>26</u>	<u>31</u>
TOTAL	63	167	230

BUREAU OF MAINTENANCE
CAPTAIN ARNE W. LERWICK

Edward Joseph Page
Madison Fire Department
Madison, Wisconsin

Sir:

The following report covering the last ten months of 1946 respectfully submitted for your consideration.

This report shows the vast amount of work performed by the Master Mechanic and the assistance rendered by various firemen at the station.

Necessity has forced the use of station firemen to assist from time to time. I hesitate doing this because it creates a definite hazard due to the fact that these men must answer alarms. They are covered with grease, grime and dirt and very frequently when alarms come in they are assisting me with large, heavy pieces of equipment. These large pieces must be hastily placed and this in some instances caused irreparable damage. It is for these reasons that I am once again calling to your attention the urgent necessity for an Assistant Master Mechanic.

I realize that your request for an assistant was denied in the budget. I am attempting through this report to bring to the attention of the city administrative officials a few statistics which will bear out my contention for the need of an assistant.

A well-trained Assistant Master Mechanic can save the City of Madison a considerable amount of money. It is a physical impossibility for one man to keep all the apparatus and equipment of the Madison Fire Department in perfect working order. A great portion of our apparatus is from 15 to 20 years old. Breakdowns on equipment are frequent. The City of Madison cannot afford to have their fire department equipment and apparatus out of service for any length of time. A well-trained assistant would remedy this situation to a great extent.

I am also requesting the construction of a new repair shop at least 40' x 80'. This repair shop should be large enough so that repair work could be done on our ladder trucks. This shop should be equipped with modern machinery and should be capable of taking care of all special work that has to be done on fire department apparatus. Our present shop is too small to handle anything except the smallest pieces of our apparatus.

Work on fire department apparatus and its special equipment cannot be taken care of by an ordinary mechanic. It requires a man specially trained on this type of apparatus. He must have a thorough understanding of fire department procedure and its problems. I base this requisite on my past experiences: many of the older models of equipment require dated parts...many hours of service...unless we use drastic measures. For instance, my response to the Garver Feed Company Fire, last December,

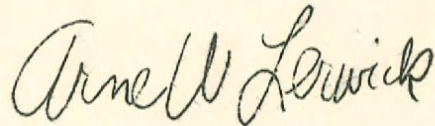
motor hanger immediately below the pump broke on one of our
nes. This piece of equipment was vital to pumping operations.
placed a "jack" for support, and kept the engine in service.

The following figures may help to emphasize our need for a
-equipped shop and a well-trained mechanic.

For ten months of 1946 a total of 3,391 hours were spent in
repair and overhauling of our equipment and apparatus. If
work were sent to another shop and paid for at the rate of
\$0 per hour it would have cost the City of Madison \$8,477.50.
Salary for the same period of time was \$2,673.00. This is a
ing for the City of Madison of \$5,804.50. This figure should
borne in mind when the requests I have made in this report are
ented to the Common Council.

I want to, at this time, express my deep appreciation to you,
the Honorable Board of Police and Fire Commissioners, to As-
stant Chiefs Brown and Sime and to all the Officers and men for
their assistance in helping me keep the fire department apparatus
working order.

Respectfully yours,



Captain Arne W. Lerwick
Master Mechanic

APPARATUS OUT OF SERVICE FOR REPAIRS

	Hours Out of Service	Hours of Labor
ection Bureau Chevrolet - 1940	8	8
Mack Aerial Truck - 1934		82
Kissel Foam Truck - 1915	203	122
Chiefs Car - Ford - 1941	14	19
Master Mechanics Reo - 1933		2
Seagrave Engine, 1000 gal - 1929	21:30	80
Seagrave Engine, 750 gal - 1923	370	331
LaFrance Engine, 750 gal - 1922	5:15	19
Seagrave Truck - 1924	1:30	90:30
Seagrave Engine, 750 gal - 1925 *	1349	314
Seagrave Truck - 1929	82:20	234
General Engine, 750 gal - 1939	162	304
Seagrave Engine, 600 gal - 1934	69	159
Pirsch Quadruple, 750 gal - 1941	267	288
Seagrave Engine, 600 gal - 1935	18	48
LaFrance Reserve - 1919		6
lring Hose		102
other than apparatus		458
TOTAL	2,570:35	2,626:30
stance rendered by station personnel		764:30

roximately 500 hours of time spent waiting for parts.

BUREAU OF FIRE ALARM

EARL W. HENRY

Edward Joseph Page,
on Fire Department,
on 3, Wisconsin.

Sir:

I am submitting to you the report of the Police and Alarm System for the year ending December 31, 1946.

During the past year considerable difficulties have encountered in keeping the Police and Fire Alarm systems working order. Fire alarm boxes, were in many cases, out of service for two or three days at a time. Old cable and ground ducts which have been in service from 35 to 40 years caused most of the difficulties. During the winter months snow seeps into these ducts, later freezes the cables and puts entire circuit out of order. It is almost an impossibility to handle this cable due to its age. It has deteriorated to an extent that only the slightest movement breaks the cable, causing shorts and grounds.

A considerable amount of our main cable is located in underground tunnels. We have had cases for the last several years where steam valves have leaked causing the wires to corrode, putting circuits to be out of order. Entire sections of our city are left without proper and adequate protection.

I want to once again call to your attention the need for additional fire alarm boxes. As I stated in my 1945 report to you, the uptown district is short approximately 18 boxes and outlying districts many more. I cannot stress too strongly the need for these boxes. The Fire Underwriters have for many years recommended these additional boxes. To date, these recommendations have not been followed.

The Police Signal boxes are in the same run down, worn condition, and these too should be replaced. They are almost beyond repair.

A check of our records for the past several years shows you the cost of keeping our systems in working order. The money could have been applied to the cost of an entire new system.

The time has come when action must be taken by the City Council to provide the necessary funds to install a new alarm system that will adequately handle the needs of the City of Madison. If the entire sum cannot be appropriated at one time, at least a sufficient amount of money should be given us so that work can be started in those sections of the City that have an immediate need of replacement.

The total inadequacy of our alarm system has been
d to the attention of every Chief in every annual report
he past 18 years. Chief Heyl in his 1928 budget asked for
fficient amount of money to completely rebuild the Fire
System. The urgency of a new system was stressed by
Lahm and Chief Widmann in all their budget requests and
l reports.

I fully realize that you, as Chief of the Madison
Department, have done everything in your power to correct
serious situation by repeatedly calling to the attention
e administrative officials of the City of Madison, the
quacy and worn out condition of our present alarm system.

The time has come when I personally feel that I can
nger be held responsible for the condition of our Fire
System. The responsibility for any future failures rests
tly on the shoulders of those persons responsible for the
ng of all our requests for appropriations for the rebuild-
of our Police and Fire Alarm Systems.

Respectfully submitted,

Earl Henry

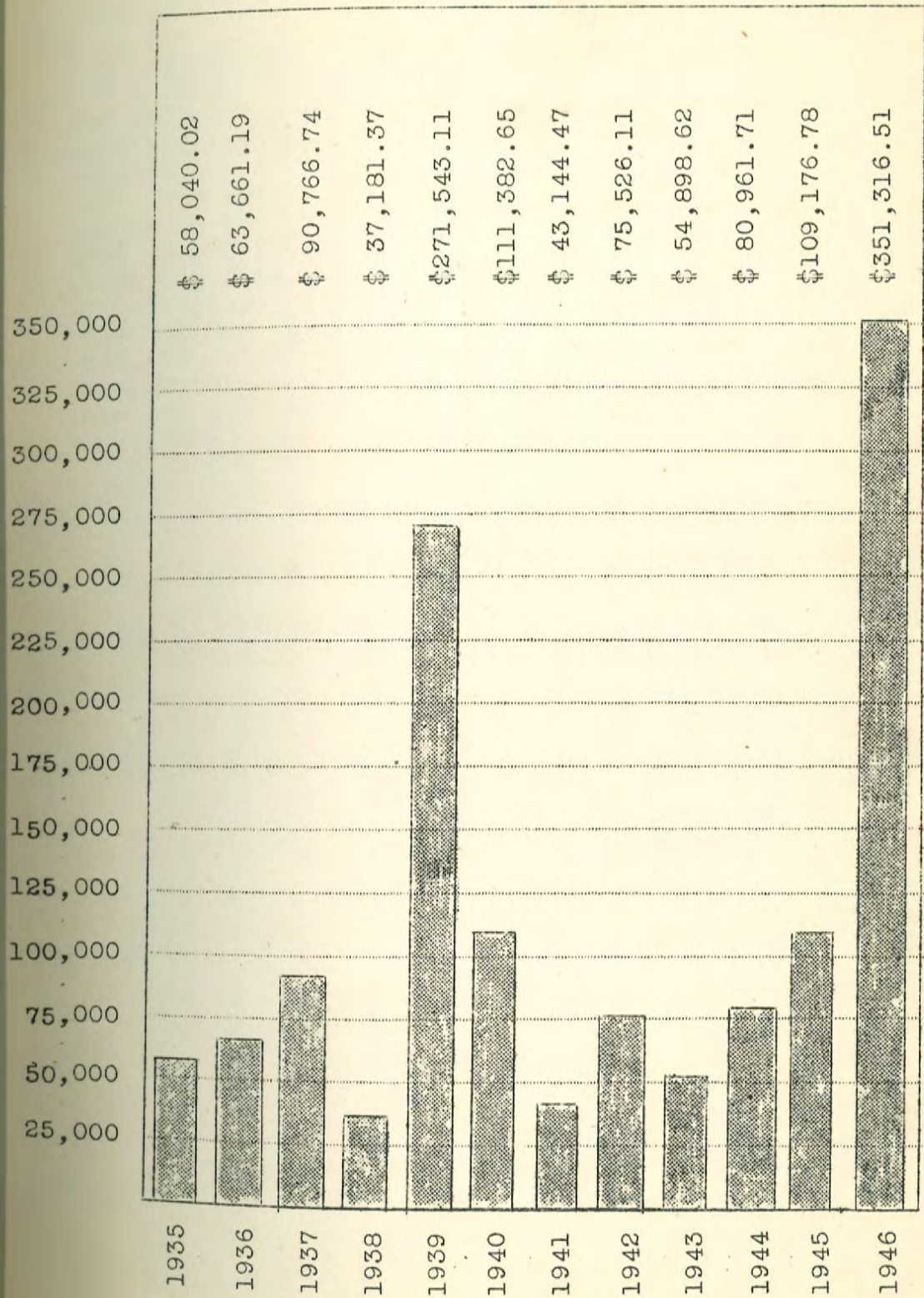
Earl W. Henry,
Electrician

FIRE, POLICE, AND TRAFFIC LIGHT MAINTENANCE HOURS

	Fire Alarm System	Police Alarm System	Traffic Light Repair	Total
January	107	4	110	221
February	105	3	92	200
March	121	3	94	218
April	114		102	216
May	105		120	225
June	122	2	98	222
July	102	17	103	222
August	132	7	74	213
September	129	67	10	206
October	100	7	69	176
November	95	14	79	188
December	<u>85</u>	<u>4</u>	<u>94</u>	<u>183</u>
TOTAL	1317	128	1045	2490

CHART OF LOSSES

1935 - 1946 Inclusive

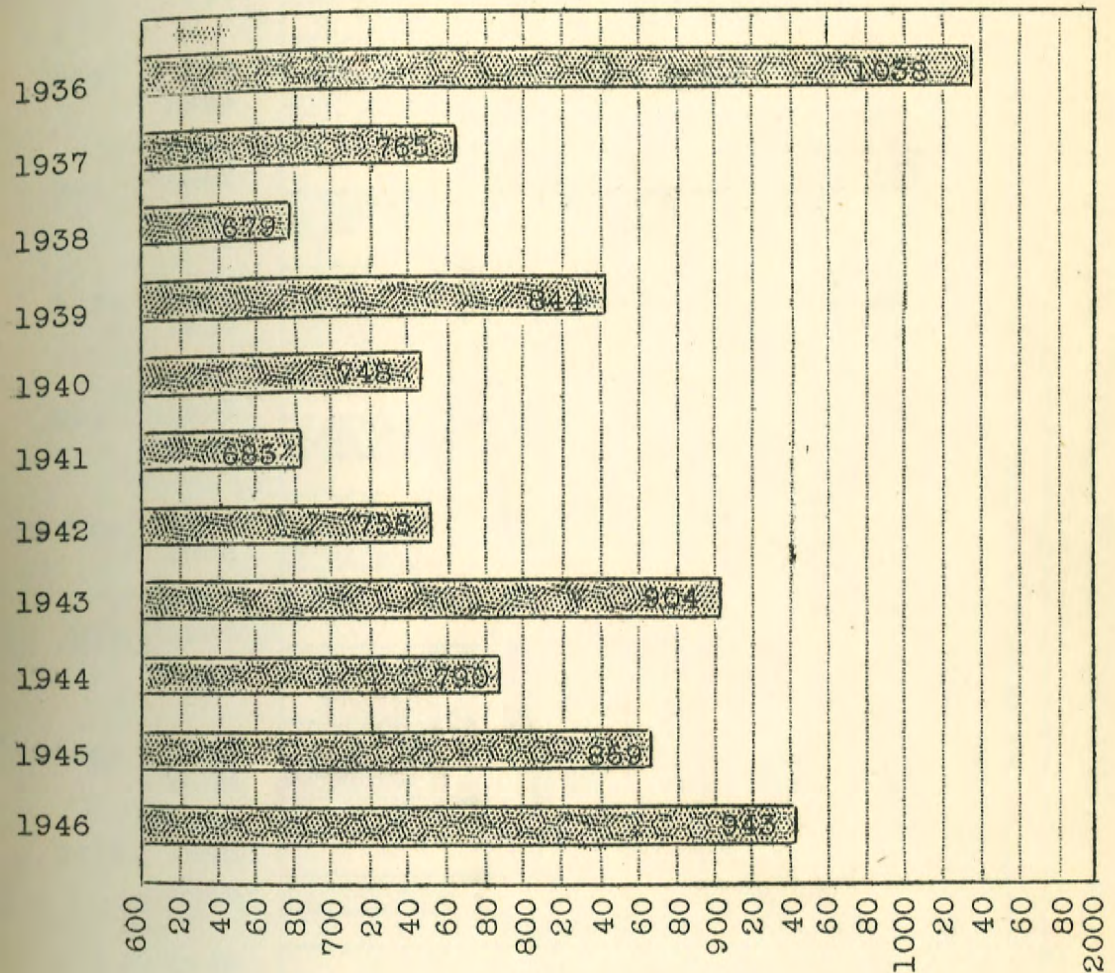


A WORD ON OUR FIRE LOSS

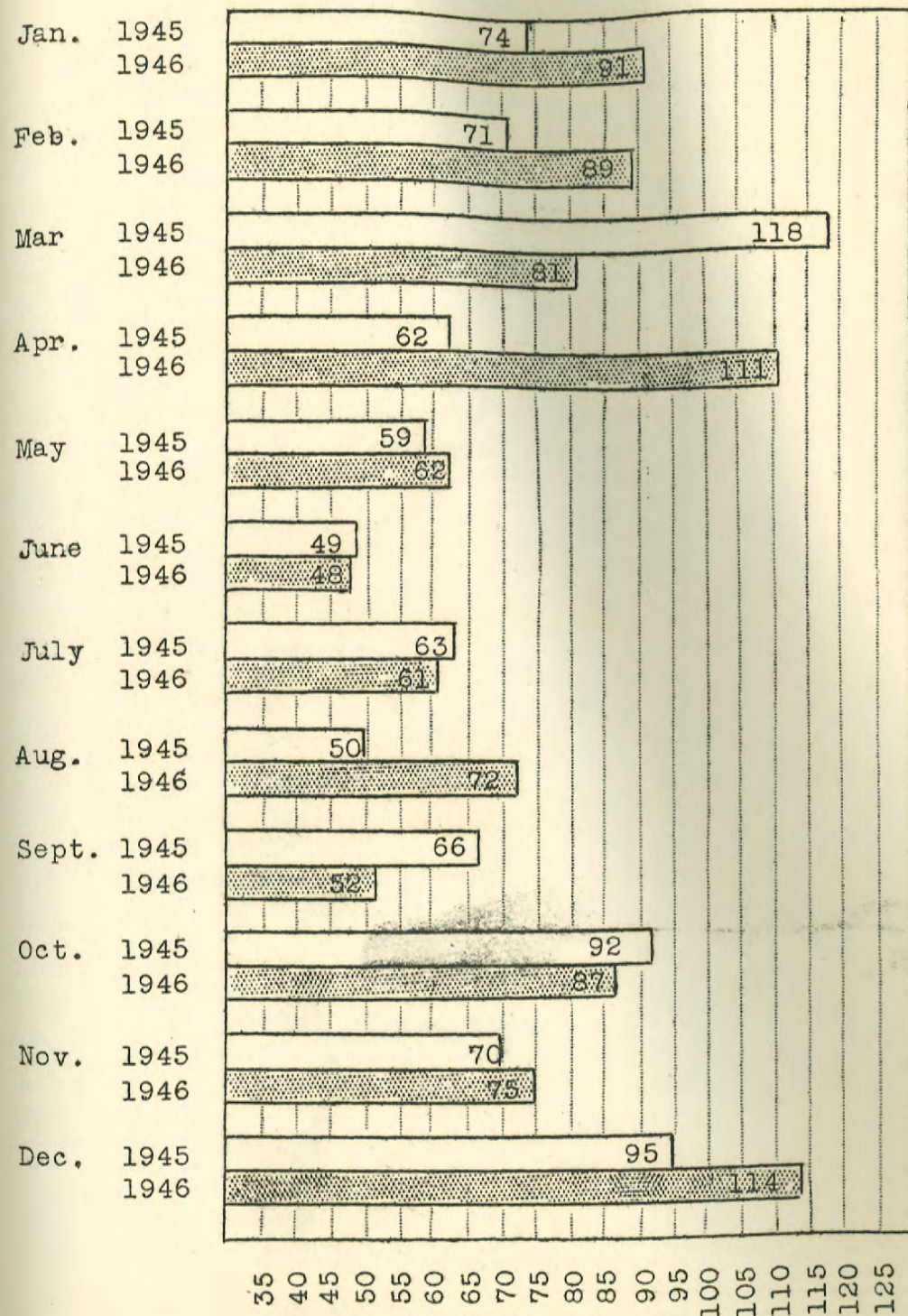
The National Board of Fire Underwriters have recorded in 1946 the highest annual loss ever written in our country. The nation's fire loss jumped 29 per cent above the figure for June of last year. This means that for the first half of 1946 our national fire loss was greater than the aggregate for any one full year since 1935!

Madison's trend is parallel. We, as a City, are contributing to this staggering destruction. It is our individual responsibility to cut this loss...to prevent fire by eliminating carelessness. 90% of all our losses was caused by individual thoughtlessness: each fire was a contribution to over \$50,000 dollars worth of Madison property up in smoke!

1936 - 1946 CHART OF ALARMS



Monthly Comparison Chart: 1945 & 1946 ALARMS



1946 ALARMS

*Buildings Involved

Dwellings.....	149
Apartments.....	51
Stores.....	39
Flats.....	27
Garages.....	20
Warehouses.....	12
Restaurants.....	11
Factories.....	10
Sheds.....	10
Rooming Houses.....	9
Hotels.....	7
Filling Stations.....	6
Taverns.....	6
Schools.....	3
Summer Cottages.....	3
Bowling Alleys.....	2
Dormitories.....	2
Dry Cleaners.....	2
Hospitals.....	2
Animal Hospital.....	1
Bakery.....	1
Barber Shop.....	1
Canning Factory.....	1
Church.....	1
Clubhouse.....	1
Coal Yard.....	1
Laundry.....	1
Lumber Mill.....	1
Monument Works.....	1
Newspaper Office.....	1
Office Building.....	1
Paint-Varnish Manufacturing.....	1
Popcorn Stand.....	1
Theatre.....	1
Total Fires: Involving Bld.....	<u>386</u>
Total Fires:: Not Inv. Bld.....	<u>288</u>
Total Fires, 1946.....	<u>674</u>
Total Alarms: Not Inv. Fire.....	<u>269</u>
Total Alarms, 1946.....	<u>943</u>

d in order of frequency.

1946 ALARMS

*Buildings, Causes

Chimneys.....	66
Sparks from Chimneys.....	<u>11</u>
Total Chimneys.....	77
Smokers' Carelessness.....	37
Furnaces:	
Defective & Overheated.....	17
Faulty Operation: Stoker....	4
Smokepipes: Defective.....	6
Steampipes: Close Proximity..	<u>2</u>
Total Furnaces.....	29
Electrical Defects.....	22
Children with Matches.....	20
Grease Burning.....	19
Oilburners: Defective & Faulty Operation.....	19
Hot Ashes.....	14
Incinerators:	
Actual Fire.....	8
Sparks From.....	<u>5</u>
Total Incinerators.....	13
Stoves:	
Coal.....	8
Gasoline.....	4
Gas.....	<u>1</u>
Total Stoves.....	13
Electric Motors.....	12
Rubbish.....	11
Volatile Liquids:	
Gasoline Fumes.....	9
Alcohol Fumes.....	1
Kerosene Fumes.....	<u>1</u>
Total Volatile Liquids.....	11
Electrical Appliances:	
Left iron on.....	4
Electric Plate: Defective...	1
Mangle : left on.....	<u>1</u>
Total Electrical Appliances.....	6
Acetylene Torches.....	6
Spontaneous Ignition.....	4
Food Burning.....	3
Gas Explosions.....	2
Gas Heaters, Defective.....	2
Grass: Out-of-Control.....	1
Sparks From.....	<u>1</u>
Total Grass.....	2
Oil Space Heater, Defective.....	2
Tar Kettles.....	2
Fireplace: Careless: Use.....	1
Gas Dishwater: Careless Use.....	1
Gas Plates: Careless Use.....	1
Lightning.....	<u>1</u>
Total Carried Forward.....	330

and in order of frequency.

1946 ALARMS

*Buildings, Causes

Total Brought Forward.....	330
Miscellaneous.....	10
Re-kindles.....	11
Undetermined Causes.....	<u>35</u>
Total Causes: Buildings, Alarms Inv. Fire.....	386
Other Than Buildings, Alarms Not Inv. Fire..	288
<u>Total Fires, 1946.....</u>	<u>674</u>
Total Alarms Not Involving Fire.....	269
<u>Total Alarms, 1946.....</u>	<u>943</u>

*Listed in order of frequency.

1946 ALARMS

*Other Than Buildings Involved

Automobiles.....	93
Grass Fires.....	92
Rubbish.....	23
Dumps.....	16
Trucks.....	15
Brush Fires.....	7
Electric Wires.....	4
Marsh Fires.....	4
Peat Fires.....	4
Motor Boats.....	3
Tar Kettles.....	3
Trees.....	3
Diners: mobile lunch, etc.....	2
Hay.....	2
Motor Cycle.....	2
Oil Tank Cars.....	2
Staw Piles.....	2
Tractors.....	2
Transformers.....	2
City Bus.....	1
Gas Pumps.....	1
House Trailers.....	1
Leaves.....	1
Motor Scooters.....	1
Railroad Ties.....	1
Semi-Trucks.....	<u>1</u>
Total Fires: Not Inv. Bld.....	288
Total Fires: Buildings.....	386
<u>Total Fires, 1946.....</u>	<u>674</u>
Total Alarms: Not. Inv. Fire.....	269
<u>Total Alarms, 1946.....</u>	<u>943</u>

*Listed in order of frequency.

1946 ALARMS

*Other Than Buildings, Causes

Grass Fires.....	61
Electrical Defects.....	37
Rubbish.....	27
Careless Smoking.....	24
Volatile Liquids.....	20
Dump Fires.....	10
Backfires - Automobiles.....	7
Burning Leaves.....	6
Brush Fires.....	5
Children with Matches.....	5
Flooded Carburetors.....	5
Brakes.....	4
Gas Line Ignited.....	4
Broken Gas Lines.....	3
Short in Battery.....	3
Tar Kettle Ignited, Overheated.....	3
Defective Wiring.....	2
Grease Burning.....	2
Oil Overflowed.....	2
Re-kindles.....	2
Sparks from Acetylene Torches.....	2
Air-Filter, Automobile.....	1
Bonfire, Unattended.....	1
Defective Thermostat.....	1
Firecrackers.....	1
Flooded Heater.....	1
Gas Tank.....	1
Hot Ashes.....	1
Hot Charcoal.....	1
Hot Clinkers.....	1
Incinerator.....	1
Marsh Fire.....	1
Reflection of Sun.....	1
Sparks from Gas Pump.....	1
Stove Ignited Insulation.....	1
Torch Ignited Grass.....	1
Torch Ignited Oil.....	1
Tree.....	1
Undetermined.....	37
Total Causes: Other Than Buildings	
Alarms Involving Fire..	288
Total Causes: Buildings, Inv. Fire...	386
<u>Total Fires, 1946.....</u>	<u>674</u>
Total Alarms <u>Not Involving Fire.....</u>	<u>269</u>
<u>Total Alarms, 1946.....</u>	<u>943</u>

*Listed in order of frequency.

1946 ALARMS

Not Involving Fire

False Alarms.....	43
Mistaken Alarms:	
Smoke Scares.....	7
Food in Oven.....	4
Smokepipe Fell; Smoke.....	3
Sparks from Incinerator.....	2
Clogged Furnace Cleanout.....	1
Escaping Steam.....	1
Fly Spray Mistaken for Smoke....	1
Frozen Motor; caused smoke.....	1
Furnace Door Open: Smoke.....	1
Light Mistaken for Smoke.....	1
Miscellaneous.....	1
Red Flares, Mistaken for Fire...	1
Sparks from Chimney.....	1
Oilburners:	
Defective.....	5
Backfired.....	3
Faulty Operation.....	3
Flooded.....	2
Smoky.....	1
Misinformation - Transmittal.....	6
Motors.....	4
Defective Smokepipes.....	3
Overheated Furnaces.....	3
Plugged Chimneys.....	3
Broken Furnace Coils.....	2
Defective Stoker Controls.....	2
Accident.....	1
Acid Spilled on Floor.....	1
Defective Oil Stove.....	1
Defective Switch.....	1
Empty Stoker.....	1
Hot Air Ducts: Odor.....	1
Overheated Chimney.....	1
Standby: Airport.....	1
Smoky Furnaces.....	4
Smoky Stokers.....	3
Short Circuits.....	4
Smoky Fireplace.....	1
Specials:	
People Locked Out: Used Ladders.....	16
Refrigerators: Ammonia Leaks: Masks.....	7
Install Flag Ropes: Used Ladders.....	3
Shut Off Gas Meters.....	3
Gas Leaks: Ventilate & Use Masks.....	2
Inhalators.....	2
Broken Sprinkler System: Salvage.....	1
Broken Water Main: Service to Hospital..	1
Crossed Electrical Wires: Used Poles....	1
Flooded Steam System.....	1
Flushed Sidewalk: Used Hose.....	1
Operated Iron Lung Manually: Hospital...	1
Total Carried Forward.....	164

1946 ALARMS

Not Involving Fire

Total Brought Forward.....164

Specials: (contin ed)

Released Dog from Sewer..... 1
Released Trapped Man..... 1
Rescue Man from Lake..... 1
Salvage After Fire..... 1
Searched for Animal in Air Duct..... 1
Turned Off Water: Used Wrench..... 1

Total Specials: 45

Investigations:

Smoke Investigations.....43
Incipient Fire Out: Investigate.....22
Defective Oilburners: No Fire..... 6
Fumes in Building: Gas..... 4
Short Circuits..... 4
Flooded Boilers..... 2
Hot Ashes..... 2
Lightning Struck: No Fire: Investigate. 2
Oilburner Exploded: No Fire..... 2
Overheated Motors..... 2
Smoky Furnace..... 2
Defective Gas Heater..... 1
Defective Heater,. 1
Defective Water Heater..... 1
Investigate Police Call..... 1
Investigate Taps on Line..... 1
Overheated Boiler..... 1
Overheated Furnace..... 1
Wall Warm: Steampipe Too Close..... 1

Total Alarms: Not Involving Fire.....269

Total Alarms: Involving Bld: Fire.....386

Total Alarms: Inv. Other Than Bld: Fire 288

Total Alarms, 1946.....943

CONSTRUCTION OF BUILDINGS - 1946

Brick.....	50
Brick, Frame.....	61
Brick, Stucco.....	10
Brick, Tile.....	13
Cement Block.....	7
Frame.....	215
Frame, Stone.....	4
Frame, Stucco.....	10
Metal.....	8
Steel, Cement.....	<u>8</u>
Total Alarms: Buildings.....	386

ALARMS RECEIVED BY

Box.....	67
Person.....	60
Police Radio.....	46
Telephone.....	<u>770</u>
Total Alarms.....	943

FIRE STATIONS
DISTRIBUTION OF APPARATUS
EQUIPMENT AND PERSONNEL.

PERSONNEL DISTRIBUTION

Daily Employees

Edward Joseph Page	Chief	February 16, 1930
Edward P. Durkin	Capt. Drillmaster	February 1, 1923
Paul J. Gabbei	Capt. F. P. B.	February 16, 1930
Earl W. Henry	Electrician	July 1, 1926
Arne W. Lerwick	Capt. M. M.	July 1, 1924
Erwin G. Beale	Inspector	October 1, 1936
William A. Newman	Asst. Electrician	February 20, 1928
Harry A. Page	Inspector	January 22, 1928
Carroll J. Paltz	Inspector	April 16, 1940
Arthur E. Spring	Inspector	January 15, 1940
George L. Stanek	Inspector	June 27, 1939
John N. L. Hereid	Sr. Clk Steno	August 19, 1946
E. Joseph Koberstein	Sr. Clk Steno	May 1, 1946

Station No. 1

Patrick J. Brown	1st Asst. Chief	November 26, 1906
Leonard Sime	2nd Asst. Chief	December 6, 1925
Derrel E. Lawrie	Lieutenant	February 1, 1929
Albert Rogg	Lieutenant	April 21, 1919
Christian P. Andersen	Driver	June 16, 1944
Carl E. Austin	Private	July 23, 1945
Wayne B. Austin	Private	June 1, 1932
Walter G. Ayers	Private	January 15, 1940
Edward J. Bokina	Driver	September 16, 1941
Lloyd W. Briggs	Private	September 1, 1945
Vernon C. Dahnert	Private	January 2, 1943
James E. Fraser	Private	April 23, 1942
Walter P. Gavin	Private	July 1, 1943
Martin L. Gersbach	Tillerman	November 1, 1936
John H. Hoffman	Driver	August 1, 1923
Marvin J. Kammer	Private	April 16, 1940
Jack C. King	Private	March 5, 1946
Edward E. Knope	Driver	November 1, 1937
Ralph A. McGraw	Private	January 15, 1940
Frank N. McMahon	Private	March 27, 1941
Russell A. Mani	Private	October 1, 1943
Fred W. Manthe	Private	January 16, 1941
Joseph E. Martinelli	Private	April 17, 1943
Oscar Pankow	Private	March 4, 1942
Grant G. Prideaux	Driver	February 1, 1923
Clemeth E. Risley	Private	June 15, 1942
Robert G. Scheer	Private	July 23, 1945
Gilman S. Stone	Private	June 5, 1944
William J. Sullivan	Private	May 1, 1939
Charles Tomcany	Driver	June 1, 1932
Paul Welsch	Private	January 15, 1940
James P. Williams	Tillerman	February 1, 1923

Station No. 2

Richard Adank
Harold L. Starkweather
Leslie Blizard
Harold R. Dennis
Clair R. Flint
Charles H. Gilbert
Charles Hessling
Arnold H. Horstmeyer
Joseph E. Kinney
Alex Kohn
Victor A. J. Stormer
Charles White

Captain
Lieutenant
Private
Private
Private
Private
Private
Private
Driver
Private
Private
Driver

August 9, 1928
February 16, 1930
January 16, 1936
November 4, 1942
March 17, 1945
March 6, 1945
January 16, 1941
December 5, 1944
August 16, 1935
February 16, 1930
September 16, 1945
June 16, 1944

Station No. 3

Arthur Wilcox
Elmer Stadelman
Matthew M. Coronna
James W. Davis
John W. DeBeck
Emil Goikovich
Erwin M. Lichte
Jerome J. Lukas
Harold O. Muenkel
Clyde R. Prideaux
Paul G. Reublin
Alfred M. Sime
Harry G. Smith
Paul S. Tofte
Ralph E. Triggs
Vincent W. Wonn

Captain
Lieutenant
Private
Private
Private
Driver
Private
Private
Private
Driver
Private
Private
Private
Driver
Private
Private
Driver

February 16, 1930
February 1, 1923
January 7, 1946
June 5, 1944
January 31, 1940
January 16, 1941
January 1, 1944
October 1, 1944
June 16, 1940
February 15, 1924
January 11, 1945
August 16, 1944
December 6, 1925
April 1, 1942
January 1, 1943
April 1, 1942

Station No. 4

Roy B. Herrling
Arthur T. Emerson
Charles Aberle
Henry W. Anderson
Phillip J. Behrend
Joseph F. Buechner
Wilson H. Donkle
John E. Huston
Joseph J. Kerwin
Harland Lippolt
Maurice T. Nason
John G. Randall
Fred A. Rice
James Spangler
James E. Taylor
Joseph L. Tisserand

Captain
Lieutenant
Driver
Private
Private
Private
Private
Driver
Driver
Private
Driver
Private
Private
Private
Private
Private
Private

July 1, 1925
February 16, 1930
June 16, 1932
March 29, 1941
January 15, 1940
February 19, 1943
June 15, 1939
June 15, 1939
July 16, 1938
January 7, 1946
November 9, 1940
January 6, 1944
January 15, 1940
January 16, 1946
August 16, 1944
July 7, 1943

Station No. 5

Sebastian C. A. Ratcliffe	Captain	July 16, 1926
Jack A. Boyle	Lieutenant	July 1, 1930
Chester L. Dolva	Driver	February 1, 1925
Berton H. Gessler	Private	September 16, 1945
Otto A. Graack	Private	May 1, 1922
Julius N. Jacobson	Private	February 15, 1927
Edsel F. Kingsley	Private	January 16, 1946
Arthur T. Lewis	Private	July 16, 1926
Glover P. Peterson	Driver	April 10, 1928
Henry G. Reynolds	Private	December 6, 1925

Station No. 6

Louis G. Hoffman	Captain	January 24, 1922
William F. Lynaugh	Lieutenant	February 16, 1930
Donald L. Chase	Private	April 1, 1942
Roy E. Eisenhauer	Private	December 3, 1943
James M. Engelberger	Driver	January 15, 1940
Vincent J. Geier	Driver	February 19, 1943
Kenneth R. Gibbs	Private	June 5, 1944
Kermit E. Hermanson	Private	May 3, 1943
Leon G. Holl	Private	March 16, 1944
James F. Shipley	Private	June 5, 1944
Orville E. Vallem	Private	July 16, 1943
Kenneth O. Vodak	Private	June 16, 1945

Station No. 7

Howard D. Comstock	Captain	May 1, 1922
Henry E. Johnson	Lieutenant	February 15, 1927
Thomas J. Barry	Private	January 13, 1943
Arthur J. Halverson	Private	January 7, 1946
Howard J. Holzworth	Driver	July 1, 1924
Wilbert F. Koch	Driver	December 6, 1925
Milo E. Lemon	Private	July 1, 1925
Philip A. Narf	Private	January 16, 1939
Stanley Oldham	Private	December 6, 1925
Joseph D. Roberts	Private	April 1, 1942

FIRE STATION NO. 1.
18 South Webster Street

*Value of Site: \$23,600; Value of Station: \$41,641; Total: \$65,241.

APPARATUS

Seagrave Triple Combination Pumper has a capacity of 1000 gallons and is equipped with a 100-gallon booster tank. It carries 1200 feet of 2½" hose, 250 feet of 1½" hose and 250 feet of 1" booster hose. This piece of equipment has one 20-foot extension ladder and one 14-foot roof ladder; during the past year a Multiversal Deluge Set with 3 sizes of tips and a foam applicator nozzle with 5 gallons of foam has been added. It also carries an ever-ready dry chemical extinguisher (Du-Gas) along with other miscellaneous fire-fighting equipment.

Mack-International Aerial carries 329 feet of ladders including the 85-foot aerial ladder. The aerial ladder is equipped with an invincible type deluge-ladder nozzle for which there is an assortment of tips ranging from one and three-eighths inches up to two inches; this nozzle is supplied by a three-inch line. The apparatus also carries a Bresnan cellar pipe, two siamese couplings, male and female inlets, acetylene cutting torch with tips, a hose roller, a life bag, one self-contained oxygen mask, a battering ram, one all-service mask, foam powder, a 9½ foot life net, one 1250 watt generator, two 14" flood lights, one 12" spot light, ropes and other minor fire equipment, and one 15-pound carbon dioxide extinguisher.

The Chief's Car, a 1941 Ford Sedan, carries an inhalator, a first-aid kit, blankets, a burn kit and other accessories. It is used for official fire department business and fire calls by the Chief and his two Assistants. Car also carries a 1-quart carbon tetrachloride extinguisher.

A Nash, 1946 Model, has been purchased and will be put into service as soon as our two-way frequency modulation radio equipment is available.

Kissel Combination Chemical Hose & Foam Truck was converted into a reserve foam truck on November 3, 1941. It was transferred from No. 2 Station during 1946. It is equipped with a foam generator and foam column (for major bulk storage tank fires) with 46 cans of foam powder.

The Reo Coupe is used as the Master Mechanic's service car.

The Chevrolet Coach is assigned to the Fire Prevention Bureau.

* 1939 appraisal.

Fire Station No. 1

18 South Webster Street

DISTRIBUTION OF PERSONNEL

"A" Shift

Engine.....	1 Assist. Chief
.....	6 Privates
Aerial Truck.....	1 Lieutenant
.....	6 Privates
Chief's Car.....	1 Driver
Dispatch Board.....	1 Private
<u>Total.....</u>	<u>16</u>

"B" Shift

Engine.....	1 Assist. Chief
.....	6 Privates
Aerial Truck.....	1 Lieutenant
.....	6 Privates
Chief's Car.....	1 Driver
Dispatch Board.....	1 Private
<u>Total.....</u>	<u>16</u>

8 Hour Day: 24 Hr. Call

Chief of the Department.....	1
Training Instructor, Captain.....	1
Fire Prevention Bureau, Captain.....	1
Master Mechanic, Captain.....	1
Fire Alarm System, Electricians.....	2
Fire Prevention Bureau, Inspectors..	5
Secretaries.....	2
<u>Total.....</u>	<u>13</u>

Total Personnel.....45

Alarms Answered.....	235
Working Time Spent Answering Alarms.....	129 hr. 27 min.
2½" Hose Used.....	21,800 ft.
1½" Hose Used.....	2,000 ft.
1" Hose Used.....	19,000 ft.
Water Pumped for Booster.....	2,296 Gal.
Ladders Raised.....	1,508 ft.

FIRE STATION NO. 2.
301 North Broom Street

*Value of Site: \$10,625; Value of Station: \$19,610; Total: \$30,235.

Seagrave Triple Combination Pumper has a capacity of 750 gallons and is equipped with a 100 gallon booster tank; it carries 1200 feet of 2½" hose, 150 feet of 1½" hose, 200 feet of 1" hose, one 20-foot extension ladder and one 12-foot roof ladder. A foam applicator nozzle with 5 gallons of liquid foam has been added during the year of 1946.

American LaFrance Triple-Combination Pumper and Foam Truck was put into service on July 18, 1941. During 1946 it was transferred to Station 2; it carries our heavy lines. It has a 750-gallon capacity and a 100-gallon booster tank. This pumper is equipped with 900 feet of 3" hose, 200 feet of 1" booster hose and a 24-foot extension ladder.

DISTRIBUTION OF PERSONNEL

"A" Shift

Engine.....1 Officer
.....4 Privates

"B" Shift

Engine.....1 Officer
.....4 Privates

Total.....10

Alarms Answered.....222
Working Time Spent Answering Alarms.....124 hrs. 17 min.
2½" Hose Used.....18,600 ft.
1½" Hose Used.....850 ft.
1" Hose Used.....13,500 ft.
Water Pumped for Booster.....2,586 gal.
Ladders Raised.....282 ft.

*1939 Appraisal.

FIRE STATION NO. 3.
1217 Williamson Street

*Value of Site: \$1,625; Value of Station: \$9,615; Total: \$9,615.00

APPARATUS

Seagrave Triple Combination Pumper has a 750 gallon capacity and is equipped with a 100-gallon booster tank; it carries 1200 feet of 2½" hose, 100 feet of 1½" hose, 250 feet of 1" booster hose, one 20-foot extension ladder and one 12-foot roof ladder. One foam applicator nozzle with 5 gallon of liquid foam was added during 1946.

Seagrave Service Truck carries 260 feet of ladders and is equipped with one Universet Turret Gun, nozzle tips ranging from 1½" to 2", one 15-pound carbon dioxide extinguisher; it has one eight foot life net and other miscellaneous fire-fighting equipment, including 250 feet of chemical hose and six fifty-pound cans of foam powder.

DISTRIBUTION OF PERSONNEL

"A" Shift

Engine.....	4 Privates
Truck.....	1 Officer
.....	3 Privates

"B" shift

Engine.....	4 Privates
Truck.....	1 Officer
.....	3 Privates

Total.....16

Alarms Answered.....	341
Working Time Spent Answering Alarms.....	190 hrs. 12 min.
2½" Hose Used.....	21,750 ft.
1½" Hose Used.....	850 ft.
1" Hose Used.....	12,500 ft.
Water Pumped for Booster.....	2,428 gal.
Ladders Raised.....	1,289 ft.

*1939 Appraisal.

FIRE STATION NO. 4
1329 West Dayton Street

*Value of Site: \$2,200; Value of Station: \$21,421; Total: \$21,421.

APPARATUS

Seagrave Service Truck carries 265 feet of ladders and is equipped with a 40-gallon chemical soda-acid pressure tank with 200 feet of 1" chemical hose. It carries a deluge set with a tripod, one 9½ foot life net, six fifty-pound cans of foam powder, one 15-pound carbon dioxide extinguisher, and one foam generator.

General Fire Truck Triple Combination Pumper has a capacity of 750 gallons and is equipped with a 100-gallon booster tank. It carries 1200 feet of 2½" hose, 100 feet of 1½" hose, 250 feet of 1" booster hose, one 20-foot extension ladder and one 12 foot roof ladder along with other miscellaneous fire fighting equipment. A foam applicator nozzle with 5 gallons of liquid foam has been added during the year 1946.

DISTRIBUTION OF PERSONNEL

"A" Shift

Engine.....	1 Officer
.....	5 Privates
Truck.....	2 Privates

"B" Shift

Engine.....	1 Officer
.....	5 Privates
Truck.....	2 Privates

Total.....16

Alarms Answered.....	191
Working Time Spent Answering Alarms.....	103 hrs. 30 min.
2½" Hose Used.....	14,850 ft.
1½" Hose Used.....	900 ft.
1" Hose Used.....	7,925 ft.
Water Pumped for Booster.....	1,365 gal.
Ladders Raised.....	613 ft.

*1939 Appraisal.

FIRE STATION NO. 5
2137 Atwood Avenue

*Value of Site: \$3,000; Value of Station: \$20,117; Total: \$23,117.

APPARATUS

Seagrave Triple Combination Pumper has a 600 gallon capacity with a 100 gallon booster tank. It carries 1200 feet of 2½" hose, 100 feet of 1½" hose, 250 feet of 1" hose, one 24 foot extension ladder and one 12-foot roof ladder. It also carries various miscellaneous fire-fighting equipment.

DISTRIBUTION OF PERSONNEL

"A" Shift

Engine.....1 Officer
.....4 Privates

"B" Shift

Engine.....1 Officer
.....4 Privates

Total.....10

Alarms Answered.....203
Working Time Spent Answering Alarms.....172 hrs. 16 min.
2½" Hose Used.....22,500 ft.
1½" Hose Used.....1,200 ft.
1" Hose Used.....15,050 ft.
Water Pumped for Booster.....8,084 gal.
Ladders Raised.....157 ft.

*1939 Appraisal

FIRE STATION NO. 6
957 South Park Street

*Value of Site: \$775; Value of Station: \$21,709; Total: \$22,484.

APPARATUS

Pirsch Quad is equipped with a 750-gallon centrifugal pump and 240 feet of ladders. It also carries 250 feet of 1" booster hose, 200 feet of 1½" hose, 1200 feet of 2½" hose, two all-service gas masks, one self-contained oxygen breathing apparatus, one 15-pound carbon dioxide extinguisher, and various other miscellaneous fire-fighting tools and equipment. A deluge set and one foam applicator nozzle with 5 gallons of liquid foam were added during 1946.

DISTRIBUTION OF PERSONNEL

"A" Shift

Quad.....1 Officer
.....6 Privates

"B" Shift

Quad.....1 Officer
.....6 Privates

Total.....14

Alarms Answered.....135
Working Time Spent Answering Alarms.....154 hrs. 50 min.
2½" Hose Used.....19,500 ft.
1½" Hose Used.....900 ft.
1" Hose Used.....6,900 ft.
Water Pumped for Booster.....8,084 gal.
Ladders Raised.....392 ft.

*1939 Appraisal.

FIRE STATION NO. 7.
2410 Monroe Street

*Value of Site: \$1,800; Value of Station: \$33,891; Total: \$35,691.

APPARATUS

Seagrave Triple Combination Pumper has a 600-gallon capacity with a 100-gallon booster tank. It carries 1200 feet of 2½" hose, 100 feet of 1½" hose, 200 feet of 1" booster hose, one 24-foot extension ladder, one 12-foot roof ladder and various other miscellaneous accessories. One foam applicator nozzle and 5 gallons of liquid foam were added during 1946.

American LaFrance Service Truck was placed in reserve service on July 18, 1941. It carries 272 feet of ladders and other minor fire-fighting equipment.

DISTRIBUTION OF PERSONNEL

"A" Shift

Engine.....1 Officer
.....4 Privates

Engine.....1 Officer
.....4 Privates

Total.....10

Alarms Answered.....135
Working Time Spent Answering Alarms.....93 hr. 39 min.
2½" Hose Used.....7,100 ft.
1½" Hose Used.....400 ft.
1" Hose Used.....11,500 ft.
Water Pumped for Booster.....2,860 gal.
Ladders Raised.....180 ft.

*1939 Appraisal Value

DEPRECIATION RECORD: APPARATUS

Station No.	Description	Make	Date Purchased	Original Cost	Life Years	% Depreciation	Amt Deprec.	Dep Value 12/31/46	Date to Retire	Actual Yrs in Service
1	Sedan	Ford	4/1/41	829.00	5	20	829.00	None	4/1/46	5Y8M30D
1	Coupe	Reo	11/23/23	1050.00	5	20	1050.00	None	11/23/38	13Y1M8D
1	Panel Truck	Chev.	6/1/37	720.00	10	10	690.00	30.00	12/26/49	9Y6M3D
1	Pumper	Seagrave	12/26/29	15500.00	20	5	11484.38	2015.62	12/26/49	17Y0M4D
1	Aerial	Mack	1/1/34	16500.00	20	5	10725.00	5775.00	1/1/54	13Y
1	Chemical Hose									
	Foam	Kissel	1915	4685.00	20	5	4685.00	None	1935	32Y
1	Pumper	A.L.F.	1922	12500.00	20	5	12500.00	None	12/31/42	25Y
2	Pumper	Seagrave	1923	12500.00	20	5	12500.00	None	12/31/43	23Y
3	Pumper	Seagrave	8/3/25	12500.00	20	5	12500.00	None	8/3/45	21Y3M6D
3	Truck	Seagrave	11/20/24	9500.00	20	5	9500.00	None	11/20/44	22Y1M11D
4	Truck	Seagrave	11/25/29	9000.00	20	5	7668.75	1331.25	11/25/49	17Y0M6D
4	Pumper	General	9/1/39	9183.00	20	5	3366.95	5816.05	9/1/59	7Y3M.
5	Pumper	Seagrave	2/2/34	6200.00	20	5	4003.30	2196.70	2/2/54	12Y10M
6	Quad	Pirsch	6/24/41	12065.00	20	5	3329.60	8735.40	6/24/61	5Y6M7D
7	Pumper	Seagrave	4/20/35	6622.50	20	5	3873.20	2749.30	4/20/44	11Y8M13D
7	Truck	A.L.F.	1919	7700.00	20	5	7700.00	None	1939	28Y
				\$135054.50			\$106405.18	\$28649.32		