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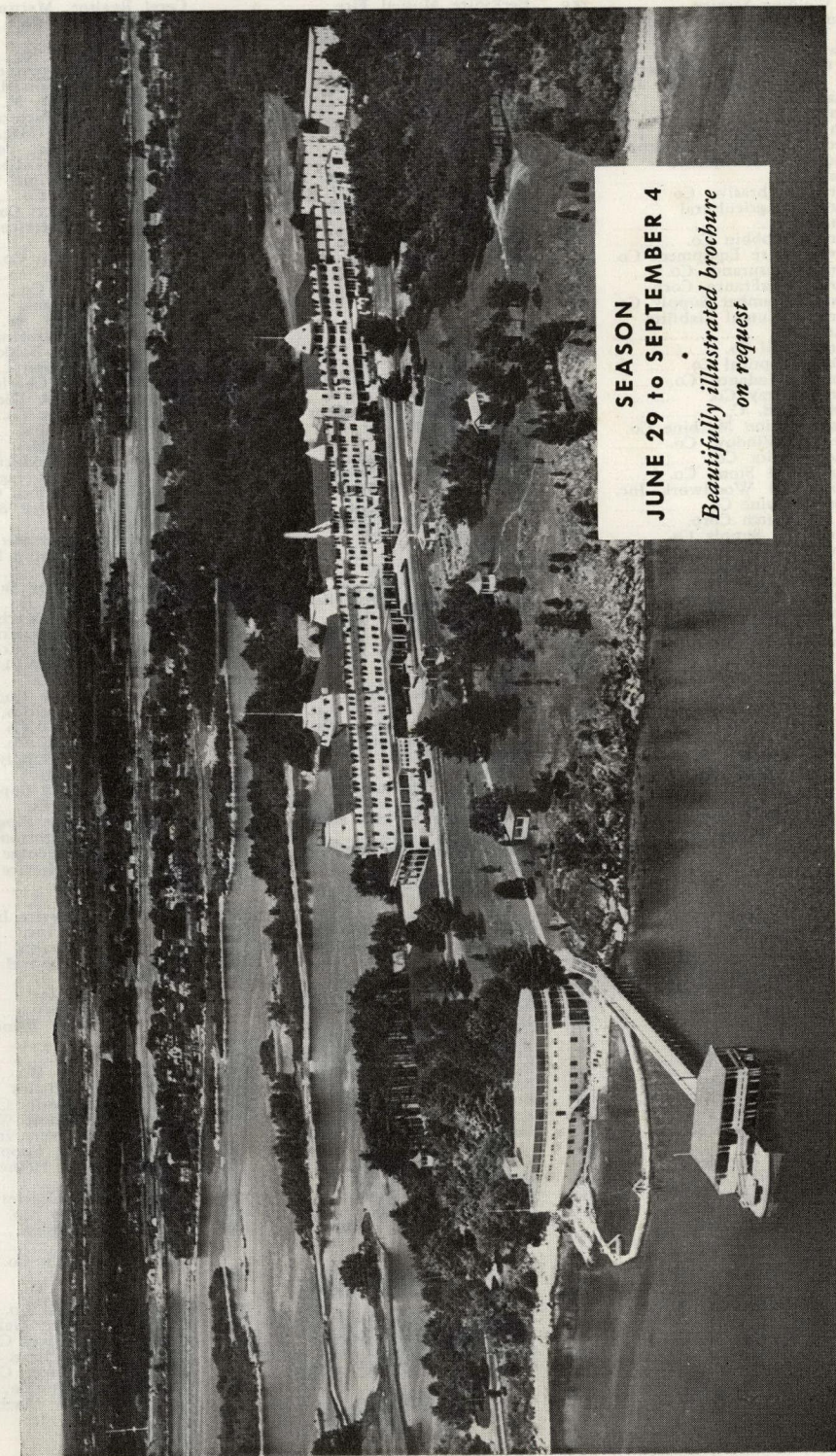
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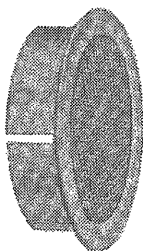
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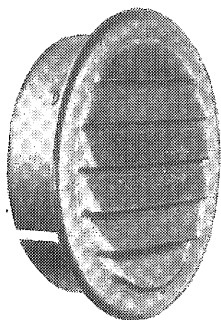
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SUNDAY AFTERNOON, JUNE 24

6:00 - 7:00 P.M. Reception by Mr. and Mrs. James Barker Smith honoring the New England Association of Fire Chiefs.



MONDAY, JUNE 25

9:30 A.M. Registration.

11:00 A.M. Opening of the Conference
by: President John E. Keefe
Hotel Ballroom

Invocation: Rev. John P. Fitzsimmons,
Chaplain, Belmont, Mass.

Addresses of Welcome:

Hon. Raymond K. Perkins, President
of the Senate, representing His Excellency, Governor Lane Dwinell
of New Hampshire.

Hon. John J. Leary, Mayor, Portsmouth, N. H.

City Manager Robert V. Violette.

Hon. Ralph S. Frobisher, Selectman,
Town of New Castle, N. H.

Chief Walter R. Messer, Keene, N. H.,
President, New Hampshire Fire
Chiefs Club.

Chief Frederick R. Crompton, Portsmouth, N. H.

Response to Addresses of Welcome.

Chief Lewis A. Marshall, Providence, Rhode Island.



MEMORIAL EXERCISES

Selection: The Chapel Quartette.

Roll Call of Deceased Members.

Taps.

Selection: The Chapel Quartette.

Memorial Address:

Rev. Joseph P. Nugent, Chaplain,
Fire Department, Bellows Falls,
Vermont.

Selection: The Chapel Quartette.

Benediction:

Rev. Michael F. Collins, Chaplain,
Somerville, Mass.



ANNUAL MEETING

Members, New England Division,
International Association of
Fire Chiefs



MONDAY, JUNE 25, 2:00 P.M.

"AIR BASE DEMONSTRATION"
Visit Portsmouth Air Force Base
Portsmouth, New Hampshire



TUESDAY, JUNE 26, 9:30 A.M.

Round Table Discussion

Moderator

Roi B. Woolley

Editor Fire Engineering, Technical
Consultant, New England Association
of Fire Chiefs

Topics: "Selected."

Participants:

Chief J. Coleman Miller, Auburn,
Maine.

Chief Frederick R. Crompton, Portsmouth, New Hampshire.

Chief Roy MacDonald, Barre, Vermont.

1956 Program

Chief Thomas F. Gorman, Quincy, Massachusetts.

Chief Norman D. Broden, Cranston, Rhode Island.

Chief George C. Graham, Bristol, Connecticut.



TUESDAY, JUNE 26, 2:30 P.M.

Address: "Fire Department Action in Recent Hurricane and Flood Disasters."

Chief Henry G. Thomas, Hartford, Connecticut, Vice-President, National Fire Protection Association.

Address: "Personnel."

George L. Swan, Assistant Chief Engineer, National Board of Fire Underwriters, New York.

Address: "The Philadelphia Fire Department's Accident Prevention Program."

George E. Hink, Deputy Fire Commissioner and Chief of Department, Philadelphia, Pennsylvania.



WEDNESDAY, JUNE 27, 9:30 A.M.

Round Table Discussion

Moderator

Percy C. Charnock

Manager New England Fire Insurance Rating Association, Boston, Mass.

Topic: "Emergency Water Supply, Fire Fighting, and Civil Defense."

Participants

Introduction of Subject — Paul R. Lyons, Associate Editor, Firemen, National Fire Protection Association, Boston, Massachusetts.

"Elements of an Emergency Water System for Fire Service," by John

C. Adams, Jr., Hydraulic Engineer, Coffin & Richardson, Inc., Boston, Massachusetts.

"Civil Defense," by Brig. General John J. Maginnis, Director Massachusetts Civil Defense Agency, Natick, Massachusetts.

"Water Supply, Fire Fighting, and Civil Defense," by Frank Soracco, Regional Public Safety Officer, Newton Center, Massachusetts.



WEDNESDAY, 2:00 P.M. at the Exhibition Hall

"Exhibitors' opportunity to Demonstrate Their Products"
Awarding of Exhibitors' Prizes



WEDNESDAY EVENING

7:00 — ANNUAL BANQUET

President John E. Keefe, Presiding

Guest Speaker: His Excellency Robert F. Joyce, Auxiliary Bishop, Diocese of Vermont.

Guests: Hon: John J. Leary, Mayor, City of Portsmouth.

Hon. Ralph S. Frobisher, Selectman, Town of New Castle.

Dancing — Main Ballroom.



THURSDAY, 10:00 A.M.

Reports of Officers and Committees.

Unfinished Business.

Election of Officers.

Selection of Place of Next Annual Conference.

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Thirty-Fourth Annual Report
of the
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of
Fire Chiefs



Annual Conference

June 25, 26, 27, 28, 1956

THE WENTWORTH BY-THE-SEA

PORTSMOUTH, N. H.

Places and Dates of Past Conventions

- No. 1—BRIDGEPORT, Conn., June 20-21-22, 1923
PRES. CHIEF JOHN P. DOYLE, Wellesley, Mass.
- No. 2—BOSTON, Mass., June 24-25-26, 1924
PRES. JOHN C. MORAN, Hartford, Conn.
- No. 3—PITTSFIELD, Mass., June 23-24-25, 1925
PRES. PATRICK J. HURLEY, Holyoke, Mass.
- No. 4—MANCHESTER, N. H., June 22-23-24, 1926
PRES. DANIEL E. JOHNSON, Bridgeport, Conn.
- No. 5—PORTLAND, Maine, June 21-22-23, 1927
PRES. CHARLES H. FRENCH, Manchester, N. H.
- No. 6—BURLINGTON, Vermont, June 26-27-28-29, 1928
PRES. WILLIAM C. SHEPARD, Pittsfield, Mass.
- No. 7—NEW HAVEN, Conn., June 25-26-27, 1929
PRES. OLIVER T. SANBORN, Portland, Maine
- No. 8—RUTLAND, Vermont, June 24-25-26-27, 1930
PRES. LAWRENCE E. REIF, New Haven, Conn.
- No. 9—BOSTON, Mass., June 23-24-25-26, 1931
PRES. SELDEN R. ALLEN, Brookline, Mass.
- No. 10—NEWPORT, R. I., June 21-22-23-24, 1932
PRES. JOSEPH LAWTON, Newport, R. I.
- No. 11—LEWISTON, Maine, June 20-21-22, 1933
PRES. ALFRED H. KOLTONSKI, Rutland, Vt.
- No. 12—BURLINGTON, Vermont, June 26-27-28-29, 1934
PRES. DANIEL B. TIERNEY, Arlington, Mass.
- No. 13—NEW BEDFORD, Mass., June 25-26-27, 1935
PRES. JOHN S. PACHL, New Haven, Conn.
- No. 14—HARTFORD, Conn., June 23-24-25, 1936
PRES. DAVID H. DeCOURCY, Winchester, Mass.
- No. 15—THE BALSAMS, Dixville Notch, N. H., June 22-23-24, 1937
PRES. CARL D. STOCKWELL, Burlington, Vt.
- No. 16—BURLINGTON, Vt., June 21-22-23, 1938
PRES. JOSEPH W. RANDLETTE, Richmond, Me.
- No. 17—PROVIDENCE, R. I., June 20-21-22, 1939
PRES. THOMAS F. BURNS, Bridgeport, Conn.

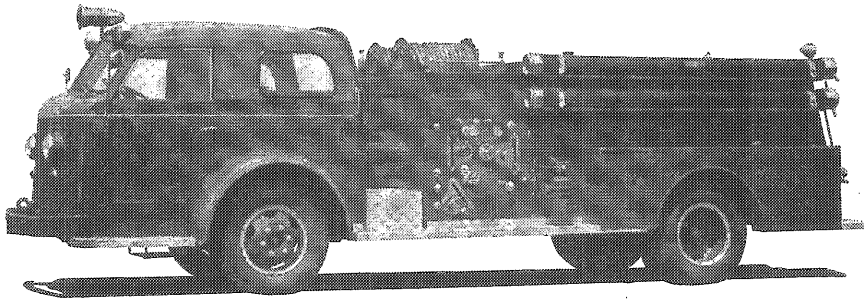
Places and Dates of Past Conventions

(Continued)

- No. 18—THE BALSAMS, Dixville Notch, N. H., June 25-26-27, 1940
PRES. SAMUEL J. POPE, Boston, Mass.
- No. 19—BOSTON, Mass., Aug. 18-23, 1941
PRES. THOMAS H. COTTER, Providence, R. I.
- No. 20—Cancelled because of the War
PRES. WILLIAM C. MAHONEY, Peabody, Mass.
- No. 21—RUTLAND, Vt., War Conference, June 22-23-24, 1943
PRES. WILLIAM C. MAHONEY, Peabody, Mass.
- No. 22—THE BALSAMS, Dixville Notch, N. H., June 27-28-29, 1944
PRES. M. W. LAWTON, Middletown, Conn.
- No. 23—Cancelled because of the War
PRES. ALLEN F. PAYSON, Camden, Maine
- No. 24—THE WENTWORTH, Portsmouth, N. H., June 25-26-27, 1946
PRES. ALLEN F. PAYSON, Camden, Maine
- No. 25—THE WENTWORTH, Portsmouth, N. H., June 24-25-26, 1947
PRES. FRANK J. CALLAHAN, Central Falls, R. I.
- No. 26—THE WENTWORTH, Portsmouth, N. H., June 22-23-24, 1948
PRES. ARTHUR W. SPRING, Laconia, N. H.
- No. 27—THE WENTWORTH, Portsmouth, N. H., June 21-22-23, 1949
PRES. CHIEF WILLIAM H. HILL, Belmont, Mass.
- No. 28—THE WENTWORTH, Portsmouth, N. H., June 20-21-22, 1950
PRES. CHIEF STUART M. POTTER, Greenwich, Conn.
- No. 29—THE WENTWORTH, Portsmouth, N. H., June 19-20-21-22, 1951
PRES. CHIEF WILLIAM H. CLIFFORD, Cape Elizabeth, Maine
- No. 30—THE WENTWORTH, Portsmouth, N. H., June 23-24-25-26, 1952
PRES. JOSEPH E. SCANLON, Lynn, Mass.
- No. 31—THE WENTWORTH, Portsmouth, N. H., June 22-23-24-25, 1953
PRES. ANTHONY J. MOLLOY, Nashua, N. H.
- No. 32—THE WENTWORTH, Portsmouth, N. H., June 21-22-23-24, 1954
PRES. CHIEF HENRI E. FORTIER, Manville, R. I.
- No. 33—THE WENTWORTH, Portsmouth, N. H., June 20-21-22-23, 1955
PRES. CHIEF GEORGE C. GRAHAM, Bristol, Conn.
- No. 34—THE WENTWORTH, Portsmouth, N. H., June 25-26-27-28, 1956
PRES. CHIEF JOHN F. KEEFE, Bellows Falls, Vt.

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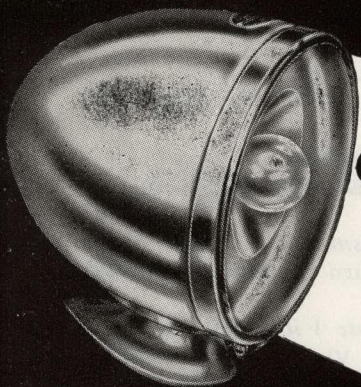
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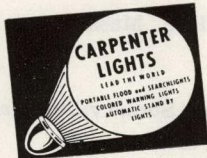
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34th ANNUAL CONFERENCE New England Association of Fire Chiefs

Monday Morning Session, June 25, 1956

The thirty-fourth annual conference of the New England Association of Fire Chiefs convened in the ballroom of The Wentworth By-the-Sea at Portsmouth, New Hampshire, on Monday morning, June 25th, 1956, at 11 o'clock, with President John E. Keefe presiding.

PRESIDENT KEEFE: Will the meeting please come to order. Before we open this conference, I have a few announcements that I would like to make.

(Announcements regarding Air Base demonstration and change of time for the meeting of the New England Division, International Association of Fire Chiefs.)

Members of the Clergy, Officers and Members of the New England Association of Fire Chiefs, and their Ladies: We welcome you here to the thirty-fourth annual conference of the New England Association of Fire Chiefs. We will start this conference by calling on The Reverend John P. Fitzsimmons, Chaplain of the association, to give the invocation.

THE REVEREND JOHN FITZSIMMONS: Almighty God, unto whom all hearts are open, all desires known, and from whom no secrets are hid, cleanse the thoughts of our hearts by the inspiration of thy Holy Spirit, that we may perfectly love thee, and worthily glorify thy holy name.

Our fathers, dear God, walked, by thy guidance and rested on thy compassion. Still help their children. Be thou the power by day and the fire by night, for where but in thee do we have a cover from the storm of life or shadow from the deep. It is only thy love that keeps us strong in days of difficulty; only thy pity that revives our hearts in days of sorrow.

We do thank thee for the traditions and heritage of this association. Bless all those who have gone home to thee. In thy Name we ask this. Amen.

PRESIDENT KEEFE: We will now have the addresses of welcome, and I would first like to call upon The Honorable Raymond K. Perkins, President of the Senate, representing His Excellency, Governor Lane Dwinnell of New Hampshire. (Applause.)

SENATOR PERKINS: Mr. President, Reverend Fathers, Mr. Mayor, Distinguished Guests, and Members of the Association: Earlier this morning when I arrived here, I couldn't help but hear one word — "Chief." It seems that everybody is a Chief here today.

May I tell you, Chief, that I am happy and proud to be down here today to extend to you the greetings and best wishes of our illustrious Governor, Lane Dwinell, and to present his welcoming remarks. By reason of his absence to the Governors Conference in New Jersey — Atlantic City, by the way — I am again here.

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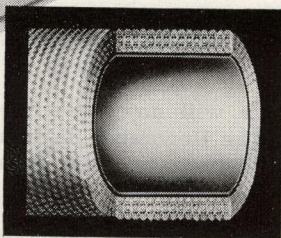
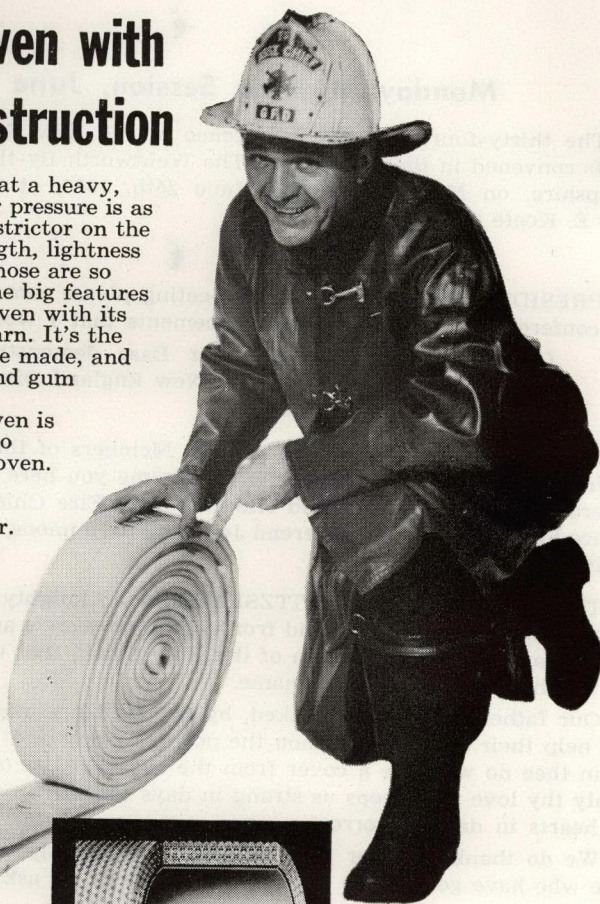
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At this, your thirty-fourth, conference — and, incidentally, the eleventh that you have pleased us with your presence — we know that you will enjoy your stay with us again this year. And come Thursday, let us hope that with the beautiful weather we are going to have before noon today you will be back, as the result of your action, to visit the state of New Hampshire in 1957.

I hope that this meeting will be as pleasant and as successful as your previous meetings. The principal purpose of this conference is to bring out instructive information which will improve our fire prevention and fire extinguishing services. New features in fire apparatus and appliances are being brought to our attention continually, and through their exhibition and demonstration at such a conference as this, I know that you participating chiefs will be able to return to your respective cities and towns with beneficial knowledge gained at this conference.

You know, it is the services of this organization, and by those who work and serve with you in your various cities and towns, and it is your unselfish heroism in the line of duty that has bestowed upon our citizens in our six states of New England the feeling of security and protection to our loved ones. I know that there will be many a fire — and probably there have been some this morning — put out by the people who are working with you.

However, it is not that kind of fire but the fire of fun that we are partaking of here today. Too many people too frequently assume that a conference is little but a get-together for friendship. But we can rest assured that under the guidance of the chiefs of our fire departments, the information gained at this conference, the technical know-how that is to be demonstrated and received by you people, is the most worthwhile participation for the benefit of our properties and our persons. May you continue to search the future for the benefit of our citizenry.

I would like to say in closing that by reason of a commitment up in the north country, I will be required to leave before we get into our memorial service. I would like to remain to take part. It was most impressive last year. Thank you. (Applause.)

PRESIDENT KEEFE: Thank you, Senator Perkins. It is now our pleasure to hear the greeting from the city of Portsmouth, and I would like to introduce Mayor John J. Leary.

MAYOR LEARY: Mr. President, Reverend Clergy, Senator Perkins, Selectman Frobisher, Officers, Distinguished Guests, Ladies and Gentlemen: It is with great pleasure that we are gathered here to participate in these exercises which formally open the thirty-fourth annual conference of the New England Association of Fire Chiefs. Representing the city of Portsmouth, as I do, it gives me a great deal of pleasure to be a part of this opening ceremony. It is a privilege for me to welcome you all here, and to extend to each and every one of you the greetings of the city of Portsmouth.

We in Portsmouth are always ready and willing to make your stay here a happy one. I sincerely hope that success and happiness will prevail over this conference of the New England Association of Fire Chiefs, an organization devoted to the protection of life and property. Thank you. (Applause.)

PRESIDENT KEEFE: Thank you, Mayor Leary. Now I would like to present The Honorable Ralph S. Frobisher, Selectman of the town of New Castle, New Hampshire. (Applause.)

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SELECTMAN FROBISHER: President Keefe, Members of the Clergy, Senator Perkins, Members of the New England Association of Fire Chiefs and their Guests and Ladies: You have been welcomed by the state of New Hampshire and by the city of Portsmouth. It would seem that by this time you would feel pretty welcome around these parts.

Even though the city of Portsmouth would like to have it, The Wentworth By-the-Sea is actually situated in the town of New Castle, and is separated from Portsmouth by a strip of salt water.

Every year when you have held your conference here at the Wentworth, we have heard sirens and bells at odd hours of the day and night, indicating to us that you people actually have more fun than any other group that meets here. We shall be glad to hear your sirens and bells again this year, and we certainly hope that you have a most successful conference, and that you will come back for many more meetings at the Wentworth-By-the-Sea. Thank you. (Applause.)

PRESIDENT KEEFE: Thank you, Mr. Frobisher. Now, we have Chief Walter R. Messer, of Keene, New Hampshire, who is President of the New Hampshire Fire Chiefs Club. (Applause.)

CHIEF MESSER: President Keefe, Reverend Clergy, Senator Perkins, Members of the Association and Guests: As the representative of the New Hampshire Fire Chiefs Clubs, I wish to welcome you to this conference, and hope that all of your doings at the conference will be successful, that everything will turn out fine, and I hope that you will enjoy your stay in New Hampshire. Thank you. (Applause.)

PRESIDENT KEEFE: Thank you, Chief Messer. Now I would like to have Chief Frederick R. Crompton, of Portsmouth, and Chief Thomas H. Webb, of New Castle, stand up and be recognized. (They stand up.) (Applause.)

The response to the addresses of welcome will be given by Chief Lewis A. Marshall, of Providence, Rhode Island. (Applause.)

CHIEF MARSHALL: President Keefe; Reverend Clergy; Senator Perkins, President of the Senate, representing His Excellency, Governor Lane Dwinell of New Hampshire; Honorable John J. Leary, Mayor of Portsmouth; Selectman Frobisher, Chief Messer, Chief Crompton, Chief Webb, Brother Firemen, Ladies and Gentlemen: Our meetings require cooperation from our host state and city, and our members in attendance have a right to expect that proper recognition will be given to all those who locally make our visit a happy occasion.

So it is an honor and a privilege to be assigned to make the response to your wonderful addresses of welcome, because your words have added to our keen anticipation and to the satisfaction that we have in looking forward to this conference of the New England Association of Fire Chiefs.

In order to get something out of this conference, we must put something into it. I urge you to attend the meetings, and to be on time. We owe it to our president, the program committee, and certainly to our speakers. Did you come here to have a good time? We will have a good time. How can we miss? But we are here, too, for ideas — to give ideas and swap ideas, and generally to improve our knowledge of our work in order that our departments will be improved in efficiency of operation, and that consequently we will have fewer fires and less loss of life and destruction of property.

I am optimistic enough to know that we are going to get a great deal out of this conference. We will be better equipped to meet some of our immediate problems. But don't be like some people who are never satisfied, like the Scotchman



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who fell in the river and almost drowned. A man standing by got him ashore and brought him to. The Scotchman looked around and said, "Who saved my life?" People pointed to his rescuer. The Scotchman said, "Did you save my life?" The man replied, "I don't know if I saved your life, but I did bring you out of the river." "Well, then," said the Scotchman, "whatever did you do with my hat?" (Laughter.)

The various committees have worked hard to make this conference a success, and I know that it will be a success. On behalf of the New England Association of Fire Chiefs, may I extend to the state of New Hampshire, the city of Portsmouth, the town of New Castle, Wentworth-By-the-Sea, our deepest appreciation and thanks for the many courtesies extended to us, for your sincere welcome and your generous hospitality. Thank you. (Applause.)

PRESIDENT KEEFE: Thank you, Chief Marshall. I would like to make some more announcements before we get into our memorial exercises.

(Announcement regarding Air Base demonstration.)

We will now begin our memorial exercises with a selection by the Chapel Quartette.

(Singing by the Chapel Quartette.)

PRESIDENT KEEFE: Now we will have the roll call of our deceased members. See following pages.

(Roll call by Chief O'Hearn, Secretary.)

CHIEF O'HEARN: In connection with the passing of our members, I present the following resolution prepared by our Chaplain, The Reverend John Fitzsimmons, and this will be made a part of our records.

WHEREAS our Creator and Lord has called home during the past year several members of the New England Association of Fire Chiefs, and

WHEREAS they have served him and his children faithfully, and

WHEREAS their friends respected them and would honor them, therefore be it

RESOLVED that we, the members of the New England Association of Fire Chiefs, have sustained a deep personal loss in their passing, and be it further

RESOLVED that we extend to their families, and to the communities that they served so faithfully and efficiently and loyally, our deepest sympathy in their loss, and be it also

RESOLVED that the memory of their sacrifice and service will always inspire those who follow them.

And, finally, may that peace which passeth all human understanding remain with our departed ones forever.

PRESIDENT KEEFE: In memory of our departed members, will every one kindly rise.

(Silent tribute.) (Taps.)

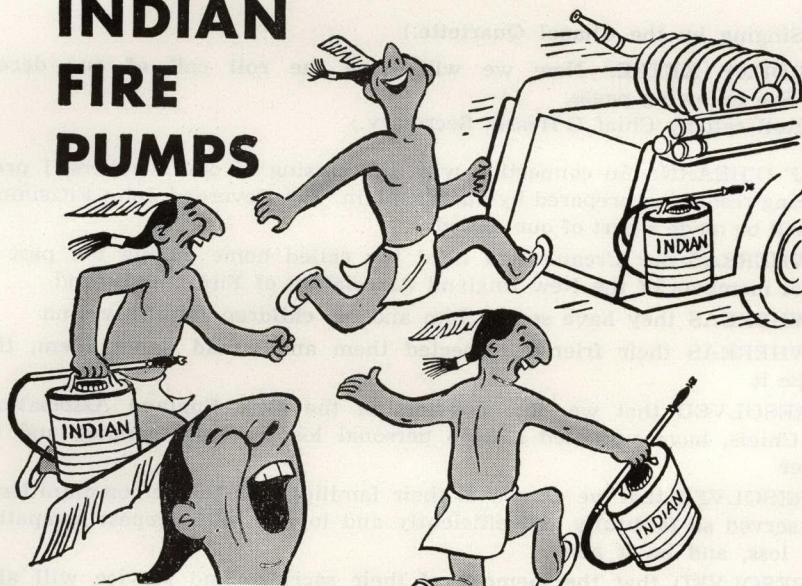
(Selection by the Chapel Quartette.)

PRESIDENT KEEFE: The memorial address will be given by The Reverend Joseph P. Nugent, Chaplain, Fire Department, Bellows Falls, Vermont. Father Nugent.

THE REVEREND JOSEPH NUGENT: Mr. President, Members of the Clergy, Distinguished Guests, Ladies and Gentlemen, Members of the New England Association of Fire Chiefs: To be able to participate in the conference of an association

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PERCY W. MAGUIRE, Maine Fire Equipment Company, Lewiston, Maine
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ABEL S. ELDRIDGE, Chief, Newport, Rhode Island
Admitted July 6, 1938, died July 6, 1955

A. WARREN CARPENTER, Chief, Charlton, Mass.
Admitted Nov. 12, 1952, died Oct. 18, 1954

PHILIP A. WOOD, Danvers, Mass.
Admitted June 21, 1932, died June 20, 1955

BERT L. MARTIN, Ex-Supt. Fire Alarm, Mansfield, Mass.
Admitted June 20, 1927, died July 13, 1955

WILLIAM E. DAVISON, Ex-Chief, Sudbury, Mass.
Admitted June 24, 1931, died Aug. 30, 1955

W. HAROLD ODDY, Chief, Noroton, Conn.
Admitted April 6, 1937, died Oct. 2, 1955

THOMAS H. O'DONNELL, Northampton, Mass.
Admitted June 19, 1950, died Oct. 4, 1954

GORDON H. LITCHFIELD, American LaFrance Company, Boston, Mass.
Admitted Nov. 4, 1937, died Nov. 4, 1955

L. B. BUCHANAN, Ex-Chief, Woburn, Mass.
Admitted Nov. 10, 1923, died Nov. 9, 1955

GEORGE E. McGAW, Chief, Fall River, Mass.
Admitted Oct. 15, 1940, died Nov. 25, 1955

DONALD S. McPHERSON, Honorary Member, Ex-Chief, Winsted, Conn.
Admitted May 18, 1936, died March 27, 1954 (Secretary received
notice of this date January, 1956)

JOHN J. SHEEHAN, Ex-Chief, Fire Dist. No. 2, Dartmouth, Mass.
Admitted April 28, 1951, died Nov. 26, 1955

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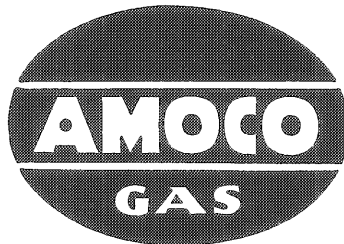
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Admitted May 16, 1925, died Jan. 13, 1956

ARTHUR L. DANIELS, Chief, Amherst, New Hampshire

Admitted Aug. 27, 1951, died Nov. 26, 1954

EDWARD B. LANE, Ex-Chief, Wellfleet, Mass., Honorary Member

Admitted Sept. 29, 1934, died Feb. 26, 1956

FREDERICK LEO NORTON, Chief, J. L. Thomson Mfg. Co., Waltham, Mass.

Admitted May 28, 1953, died March 10, 1956

GEORGE L. CHURCH, Ex-Acting Chief, Cambridge, Mass.

Admitted Jan. 7, 1947, died March 16, 1956

JOHN C. McNALLY, Ex-Chief, Somerville, Mass.

Admitted July 10, 1933, died March 27, 1956

STANLEY R. KINGMAN, Member, Box 52 Association, Arlington, Mass.

Admitted June 20, 1927, died March 30, 1956

FRED M. DODGE, Ex-Dist. Chief, Concord, New Hampshire

Admitted June 14, 1934, died April 16, 1956

ERNEST C. BLANCHARD, Deputy Chief, Bellows, Falls, Vermont

Admitted Oct. 5, 1950, died Nov. 10, 1955

LESTER R. FOGG, Mattapan, Mass.

Admitted Feb. 20, 1945, died May 23, 1956

JOHN F. McDONOUGH, Ex-Chief, Boston Fire Dept., Honorary Member,

Roslindale, Mass. Admitted April 27, 1948, died May 31, 1956

J. THOMAS WALLACE, Chief, Bourne, Mass.

Admitted June 24, 1936, died June 10, 1956

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such as yours is a distinct privilege, and I wish to thank you for the opportunity of being with you this morning.

You gentlemen have attached great solemnity to this memorial service. It is really inspiring. But any service that is repeated year after year can become routine, and that is not something that we desire it to be. We have an obligation to remember our departed friends, to recall all about them. And the challenge of our own future necessitates that we profit from the inspiring example that they have given us in the years past.

Our purpose, therefore, in such a memorial service is threefold: to remember our departed members for the men that they were; to recall the fine qualities that they possessed; and to rededicate ourselves to the cause that they served so admirably and so well.

A sense of humor is said to consist essentially in being able to laugh at ourselves and not take ourselves too seriously. Your departed members were undoubtedly men with a real sense of humor. And I feel sure that if they were present to hear our few words of praise, they would react the way that the philosopher Cato did when he was informed that his contemporaries planned to erect a statue in his honor. He said to them, "I would much rather that posterity would inquire why no statues were erected to me than why they were." Such is true of our dearly beloved departed.

It would be impossible to eulogize each member, but we can pay a real tribute to the class of fine public servants to which they belong. The hero, in common estimation, is one who has performed a wonderful deed above and beyond the call of his particular duty. Now, all of our departed fire chiefs may not have done wonderful or extraordinary things, but without exception we can say that they were men who performed the ordinary functions of their office with extraordinary care and devotion.

It has been said — and in fact it was the title of a popular song not too long ago — that little things mean a lot. How true that is of everything. There was a fire in a Los Angeles Hotel some time ago that took the lives of seven people and injured close to fifty more. The investigation revealed that there was a nailed door in the back of the rear stairway of that hotel, and that there was a tightly wired drop-ladder handle which made the fire escape useless. Also there was a rotted hose which had been torn from its couplings. These apparently minor, small things cost human lives.

In contradistinction, it is the many incidents that you men recall this morning of your departed friends that are reflective of true character, making them the towering images which form in your memories. What manner of men were they? It could easily be said that they were men of real faith with unshakable trust in the providence of Almighty God and of a firm confidence in the native goodness of their neighbors.

They were men of tremendous energy and enthusiasm. They gave every project or undertaking their complete cooperation and worked for it tirelessly. Your own splendid association is testimony to that fact. They realized that energy can do almost anything, and that no talents, no circumstances and no opportunities will make an individual of a man without it.

We could also say in an unqualified manner that they were men of bravery and sacrifice. Courage has been defined as grace under pressure. And always the alarm of distress found these men spontaneous fighters with resolute calm. There is only one remedy against the fear of death, and these men, we believe, possessed it, and that is a good life, a clean conscience, and an honest heart.

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It is better to be nobly remembered than it is to be nobly born. And these men are nobly remembered this morning. They are nobly remembered as men of admirable conduct and generous disposition.

It is said that the late President Theodore Roosevelt once remarked in one of his talks that no man is worth his salt who is not ready at all times to risk his body, to risk his well-being, to risk his very life in a great cause. And who could stand up amongst us today and say that by his measurement these men were not worth their salt?

Public welfare has benefitted to an inestimable degree by their vigilant service. What has been called the common good has been enhanced by these generous officials who have forfeited their own individual convenience in order to increase that good. The same common good has been preserved and promoted by these men who have braved the dangers of personal injury, and even at times of death in order to safeguard the common good. If America can continue to produce such public servants, her future welfare is secure.

I believe that it was Napoleon who once said that if France could produce good mothers, she would have good sons. And to paraphrase him, if our country can produce fine, upstanding public servants such as the deceased members of your organization, we will have outstanding communities.

The towns and cities of New England are better for these men having lived in them and having served them. Their record is both an inspiration and a challenge to you, the present generation, and to tomorrow's generations. These men were good. And it is the quality of their goodness that has made them great.

The lesson that we can learn from all the recollections of our departed is this — contained in a few words from that New England poet, Henry Longfellow:

Lives of great men all remind us
We can make our lives sublime;
And departing, leave behind us
Footprints on the sands of time.

May the souls of these dearly beloved departed rest in peace.

(Selection by the Chapel Quartette.)

PRESIDENT KEEFE: The Reverend Michael F. Collins will give the benediction.

THE REVEREND MICHAEL COLLINS: Almighty God, today in prayerful spirit, we recommend to thy tender care and loving mercy the souls of our departed comrades. While they lived we loved them, we cherished them, we honored them. Their memories are dear, and their deeds inspiring. We ask you to bless our dead today, O Lord. Eternal rest grant unto them. May perpetual light shine upon them. And may their souls rest in peace. Amen.

(Recessed until Tuesday morning, June 26th, 9:30.)

Read the special report of our visit to Portsmouth Air Force Base on following page.

Tuesday Morning Session, June 26, 1956

The thirty-fourth annual conference of the New England Association of Fire Chiefs reconvened Tuesday morning, June 26th, 1956, at 9:30 o'clock for a panel discussion presided over by Moderator Roi B. Woolley, Editor of Fire Engineering, and Technical Consultant for the New England Association of Fire Chiefs.



PRESIDENT KEEFE: The meeting will please come to order. I have a few announcements to make while Roi is getting the panel ready.

I will now turn this meeting over to Moderator Woolley.

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SPECIAL REPORT

PORTSMOUTH AIR FORCE BASE PLAYS HOST
TO FIRE CHIEFS

On Monday afternoon, June 25, 1956, the Portsmouth Air Force Base, played host to the New England Association of Fire Chiefs. Fire Chief William K. Brown conducted the tour and display of equipment.

Open house was conducted at both the new crash and structural fire stations. The department consists of thirteen major pieces of firefighting equipment, four 0-11As, two 0-10s, one 0-6, one rescue truck, three 750 pumpers, one 530-B pumper, two 1000 gallon tankers, and incidental equipment. One hundred and five men operate the fire prevention and extinguisher maintenance section, the administrative section, the training section, alarm operation section, and the actual operational section.

Visiting fire chiefs were extremely interested in the new and specialized firefighting equipment designed for combating large volatile liquid fires. It was noted that chlorobromonethane, foam, and CO₂ were the basic extinguishing agents utilized by the Air Force for fighting this type fires.

A tour of the base, consisting of 4600 acres was conducted and proved the motto of the base, "The Worlds Greatest Air Force Base". A B-47E jet bomber was displayed for the interest of the visiting chiefs. Portsmouth Air Force Base, one of the largest and finest in New England is the home of the 817th Air Division, and a subsidiary of the Strategic Air Command.

A simulated crash fire, consisting of a 500 gallon fuel spill, was extinguished in less than two minutes by trained Air Force firefighters, one 0-6 crash truck (equipped with 4000 pounds of CO₂), and one 0-11A (equipped with 1000 gallons of foam.) Only a small portion of each crash-fire vehicle was consumed.

A re-visit to the fire stations concluded the activities at the Air Force Base.

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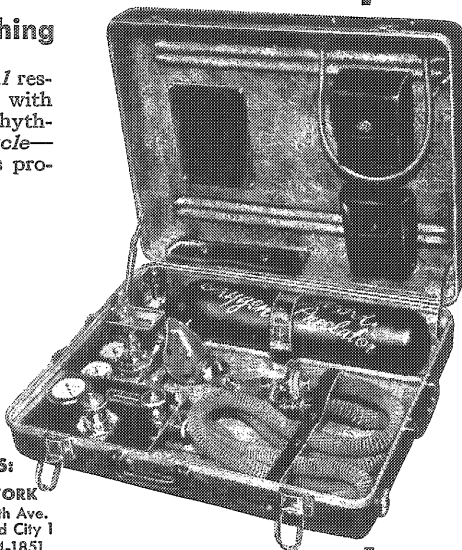
Action during our visit to Portsmouth Air Force Base,
Chief William K. Brown, center, with "mike".

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MODERATOR WOOLLEY: Thank you, President Keefe. Before I introduce this panel, I would like to make one point very clear. The panel is actually on the floor. Those of us here on the platform are merely the window-dressing. We are the stuffed shirts put in the window to catch the eye of the passer-by. But you on the floor are going to do most of the work, and I hope that this house is full of questions.

Also, when you ask a question or give an answer, please give your name and your state distinctly so that the steno-typist can hear you. I would give you the good old injunction: "Stand up to be seen. Speak up to be heard. And sit down to be remembered."

Now, I would like to have you meet the panelists, and I shall go over their names very quickly.

Chief J. Coleman Miller, Auburn, Maine.

Chief Frederick R. Crompton, Portsmouth, New Hampshire.

Chief Roy MacDonald, Barre, Vermont.

Chief Thomas F. Gorman, Quincy, Massachusetts.

Chief Norman D. Broden, Cranston, Rhode Island.

Chief George C. Graham, Bristol, Connecticut.

This first question is one that was handed to me as I came in the door:

QUESTION: Is Civil Defense matching funds available for (a) fire-fighting apparatus, and (b) fire communications? And if not, will they be?

I am wondering if it wouldn't be advisable to refer this to the other panel. Is that meeting going to be an open session where the floor can join in on the questions, or will it be just the reading of papers?

PRESIDENT KEEFE: Open for questions. That will be tomorrow.

MODERATOR WOOLLEY: Then with your permission, and the permission of the panel, we will turn that question over to them. I think that perhaps it falls under their category.

Now, the next one:

QUESTION: Is there recognition given to tank trucks by the rating bureau? If so, are there rules as to water-carrying capacity, pump capacity, and size of hose, and how much hose is required? When the rules governing the tank truck are complied with, will the rate be reduced by how much?

Well, there are really three questions there. First, is recognition given to tank trucks by the rating bureau? I don't think that we have on the panel any member of the rating board. Does any one on the panel want to talk on that? This question is signed, but I don't want to give any names at present. (No response from panel.) We do have members of the rating board present. George Swan is full of information on this. George, do you want to touch on it from the national board's viewpoint?

MR. SWAN: That is not a matter for the national board to answer. I'd rather refer that to Mr. Charnock.

MODERATOR WOOLLEY: I was thinking of calling on Mr. Charnock, but I thought I would like to have some of these other people first. Percy, do you want to talk on that? Is he here. (No response.) We will, if necessary, hold this in abeyance. In his absence — are there any other members of rating boards here? (No response.) Well, you can see what a predicament we are in. We will put this question aside until he comes down.

CHIEF MILLER: May I say something? I think at the present time there is a recognition given to tank trucks. They only recognize a minimum of 500 gallons

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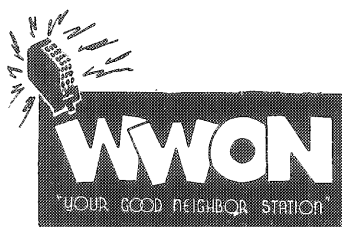
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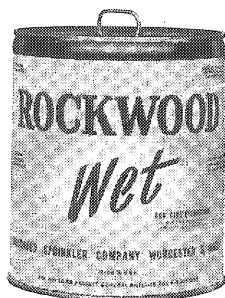
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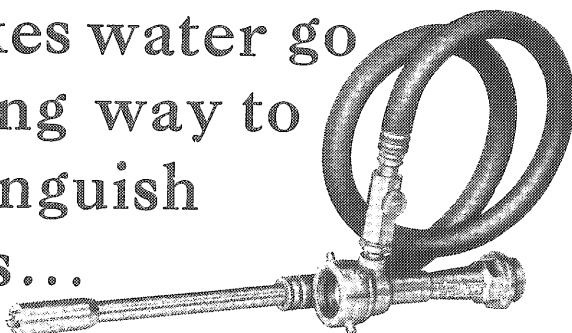


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of water. That's as far as I can go. I think I know the answers to the rest of the question, but I am not certain.

MODERATOR WOOLLEY: Do any other members of the panel have any thought on this? (No response.) I do know, and I think that George will agree with me, that in considering the over-all picture they contemplate recognition of tankers, and I believe it is largely a state matter. Is that correct, George?

MR. SWAN: I should point out that I am not trying to pass the buck. The national board has nothing whatever to do with allowing rate credit in municipalities. That is strictly a matter for the jurisdiction of the rating bureaus. And accordingly, I am very reluctant to express my opinion which might or might not agree with the attitude of the various bureaus.

MODERATOR WOOLLEY: Thank you very much, George. Will any one else speak from the floor, now that we have started? We really are getting under way. (No response.) Very well, then, I'll hold up the balance of this question until Mr. Charnock is with us. The next question, I think, would lead us into a very, very good discussion:

QUESTION: Is there a traffic control system that operates electronically, and if so, where can we get information upon it?

I think that perhaps your moderator could answer that. There are two that we know of. One is operating near Chicago. And if any one wants the information — if whoever signed this will let me know — I'll be very happy to see that they get the information. I might add very quickly that thus far no big city has successfully made any attempt at electronic traffic control. It happens that in our publication — I won't mention its name (Laughter) — we have carried an announcement of such a traffic control system. The subject is one which I think this organization in the future could give considerable thought to. I hope and I believe that we will have another question or response on traffic later, which I think should have discussion from the floor.

But now, in order to facilitate hurrying on with these questions, I am simply going to say to whoever asked that question, I will be very glad to see that they get the information on traffic control or speed control, whereby the driver of a piece of apparatus can control lights from 400 to 800 feet in advance of his movement.

CHIEF POTTER: I just want to say that New Haven either is installing or has installed such a system. At least, that is my understanding.

MODERATOR WOOLLEY: Thank you, Chief Potter. Two of our Connecticut friends who are meeting here remind me that one of the most progressive departments in this country — New Haven — Chief Tom Collins — are either already installing it or contemplating it. And I think that Henry Thomas has given thought to it. Tom, do you want to take the floor a minute? Where has Tom gone? Oh, I believe he hasn't come in yet. Henry, do you want to say something?

CHIEF THOMAS: I don't think so, Roi. I think I'd rather refer it to Tom Collins. I can say this, however, that there will be a demonstration of this in New Haven this week — Friday morning.

MODERATOR WOOLLEY: Thank you very much. It shows how much better it is to have that information come from the floor rather than from your moderator. We will also refer this to Tom when he comes in. I have to refer a lot of these, but I think it will give us something to talk about as we go on. Now, the next question:

QUESTION: Has any city or town an ordinance as to the distance that an incinerator may be erected from the property line?

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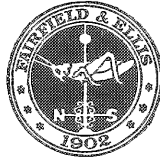
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That's a good question. Let me first ask if any member of this panel has had any experience in this. Any ordinance? Chief Miller?

CHIEF MILLER: We govern the limitation of the line according to what zone it is. If the building is in a 5-foot zone then it has to be built five feet from the line the back lot, and so does that incinerator have to be away from the same lot line. It has to be five feet. Or three feet. Whatever zone it happens to be in.

MODERATOR WOOLLEY: Fine. Chief Crompton, do you want to add a word to that?

CHIEF CROMPTON: We have no ordinance in regard to it, but we go along practically the same way. We have seven feet from the line.

MODERATOR WOOLLEY: Fine. Chief MacDonald?

CHIEF MacDONALD: Well, we have no ordinance covering that. It's just a matter of — if it's on their own property, we can't do anything about it. If the building is on their own property, it's up to them. It isn't a question of ordinance, I don't think.

MODERATOR WOOLLEY: Thank you very much. Chief Gorman?

CHIEF GORMAN: We have no ordinance regulating it. The fire department issues permits for outdoor incinerators, and we have adopted a policy of not issuing permits to mercantile establishments for incinerators behind their premises — open incinerators. And a good many apartment houses and industrial establishments are incorporating into their new construction plants for the incineration of their rubbish. And I think that everybody with property for occupancy will have to provide that, whether mercantile or for habitation or industrial.

MODERATOR WOOLLEY: That pretty well states it.

CHIEF GORMAN: Yes, property for multiple occupancy.

MODERATOR WOOLLEY: What can you say on that, Chief Broden?

CHIEF BRODEN: In Cranston we have no ordinance on that. When you say "incinerator" I suppose you mean the rubbish-burning type. We have used, as far as a department recommendation is concerned — and we have had a pretty good response from it — we have said that it be at least five feet inside your property line, and ten feet away from any building. Of course, in many cases we stretch that to twenty or sometimes fifteen feet. In general, I think we have handled it pretty well. We are constantly getting complaints, but none the less we are handling these complaints without an ordinance.

MODERATOR WOOLLEY: Thank you. Chief Graham?

CHIEF GRAHAM: In Bristol we have no particular ordinance. In cases of that kind I have used my own judgment on the hazards involved. At least ten feet. Preferably fifteen feet from the building — from any building. And if they can't comply with those particular requests or orders, why, they just don't burn, and they have to save their rubbish and get it out to their collectors. We have collectors in Bristol, so it is almost unnecessary.

MODERATOR WOOLLEY: Thank you, George. Now, I think we should hear from some one on the floor. Does any one on the floor want to discuss that?

CHIEF SPENCER (Danielson, Conn): We have an ordinance on rubbish burning to the effect that the rubbish burner cannot be nearer than ten feet from a property line or fence line. Not nearer than fifteen feet from a non-combustible



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MODERATOR WOOLLEY: Thank you. Any one else? From outside Connecticut, perhaps?

CHIEF HAYES (East Haven, Conn.): I would like to ask the members of the panel, inasmuch as they represent all of the New England states, and they seem to be having that condition — that question — about incinerators coming up, is this due to the fact that you do not have an ordinance because of a condition within your towns or cities whereby when you spoke of an ordinance you were knocked down on it?

(Panel does not understand question.)

MODERATOR WOOLLEY: Would you repeat the question, please? I don't think that the panel heard it clearly.

CHIEF HAYES: Well, it seems to me that you are interested that there should be an ordinance. I mean, that you have tried in your towns and cities to get through such an ordinance, but that you have met with a condition where the town itself does not want it.

MODERATOR WOOLLEY: The answer is that it is generally local, and in many cases they do not have it, but in the case of most of the panel they have made it clear that they have established the distance by some local regulation of one kind or another. Is that correct? (Affirmative from panel.)

I see some one 'way out there in the rear who should be down here in front. (Indicating Mr. Charnock.) Will you please bring that gentleman in, even if it takes two of you to carry him. He isn't conscious yet. (Laughter as Mr. Charnock is escorted forward.) It isn't given to every man to be carried into a meeting. Sometimes they have to be carried out. We need him, so bring him right down here to the bald-headed row. (Laughter.) He's unconscious now, but we'll have some work for him later. (Laughter.) Give him time. Proceed.

CHIEF SMITH (Warwick, R. I.): What are we going to do with this nuisance problem? When a neighbor calls up and wants you to settle the problem of a nuisance? When a rubbish-burner is burning near a neighbor's property?

MODERATOR WOOLLEY: Well, what do you do about it?

CHIEF SMITH: I want to ask the panel. There are the brains up there. (Laughter.) We get a lot of those complaints. The people next door are complaining because it is a nuisance, and all you can do is to tell them to make it a civil case.

MODERATOR WOOLLEY: Yes, it is serious. I'll give that to these gentlemen. Chief Graham, are you willing?

CHIEF GRAHAM: I get that quite often, and I don't think there is anything that you can do about it other than to pass it on to your health officer if it is a health hazard, or to the police. But you may be very sure, after you have done so, that they will pass it right back to the fire department. (Laughter.) So you are going to get it anyway.

CHIEF MacDONALD: It's a local problem. You should take care of it yourself. Now, I don't know what the regulations are in the different communities, but it is something that is local. I think you have to use your own judgment.

CHIEF SMITH: Well, we have a rubbish-burning ordinance, or an incinerator ordinance, in regard to the size of the screen and the location and that sort of thing. But what do you do when a neighbor complains about it and passes the buck to the

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fire department. We pass it to the police and they pass it back to us, just as the Chief said there a moment ago.

MODERATOR WOOLLEY: Let's pass this over to Chief Crompton.

CHIEF CROMPTON: Well, in the first place, I am very much against incinerators in a city where there are collections. That is my personal feeling. As that gentleman said, they can become a public nuisance. Without an ordinance, when I grant a permit I do it with the understanding that it may become a public nuisance, and if it does so I will refuse them the right to use it. But I may not be lucky forever. Probably somebody is going to trip me up some day, but I have had good luck so far.

CHIEF MILLER: I had that very same thing come to me just last week. I went down and looked the situation over and I could see that the fellow who was doing the burning wasn't using his head about it a bit. I asked him if he would move it out to the front of the street, which he did, and we have had no complaints since. I think it is a matter of common sense on the part of the person who is burning. The ordinance in our town says that they must have a permit for every open fire. Incinerators — they can use them so long as they stay away from a property line, without a permit. Once in a while we do get a smoke nuisance, and we have to go down and try to straighten it out as best we can.

CHIEF ANDREWS (New Bedford): I believe that in Massachusetts the fire chief has full authority to regulate any burning in the open air. And if he gets a complaint, and it is a reasonable complaint, he can go there and order them to put it out, and refuse to grant them future permits for burning if he sees fit. And also, Gentlemen, I think that we should discourage this burning. I think that there is far too much burning going on.

In other words, if the city has a trash collection and a garbage collection, I don't think that burning permits should be issued to thousands of people who go after them. They don't need to burn. There are many of us in the city who don't burn, so why should our neighbors burn. They do cause a large majority of the fires. I think our emphasis should be on less and less outside burning.

MODERATOR WOOLLEY: Thank you. That is a very good, clear-cut answer. Before we go on to the next speaker, let us consider the matter of smog in Los Angeles. Today there is nothing more regrettable out there than the question of smog. It has even become a word in the dictionary. And it is largely because of this illicit type of burning. Today, as you know, people have outdoor incinerators in nearly every type of home. It is quite a problem. And you can see where it has left you. I am sure that we don't want this beautiful country all smogged up with this type of burning.

A CHIEF FROM CONNECTICUT: I believe that our last State Legislature in Connecticut took care of that to a certain degree. The fire department pushed through a bill regulating burning and the distances from buildings. Now, it may not apply to large cities, but it applies to all the towns and small communities. They put through a bill saying that no fires could be built within fifteen feet of a boundary line. And I know it has taken care of it in our town. We have inspected every incinerator and fireplace. As a matter of fact, all contractors putting in developments today notify us and we look over the spots for fireplaces. It has helped considerably in the grass-fire situation. I am sure that some of the other chiefs know about this. I know it went through, and we were notified about it.

CHIEF AMES (Reading, Mass.): In my town they were passing the smoke nuisance to the building inspector and to the chief of the fire department, but the legislature has passed a bill whereby the smoke nuisance is up to the board

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of health. But we have tried to get the department of conservation of natural resources to define what a proper incinerator is. (Laughter.) They haven't done it because they are afraid they will step on some one's toes.

MODERATOR WOOLLEY: All right, Gentlemen, I'll leave the floor open for any recommendations that you might want to make for the organization. If you think that the organization should take any sort of steps on this, I am sure that the president will entertain any motion that you desire to make. But I will say this, that I feel it is better for us to take one or two questions, analyze them very thoroughly, and try to arrive at a conclusion to which this organization can sign its name, rather than to skip lightly over a lot of questions. I do think that we should thoroughly air them as we go along. I think that we have pretty well exhausted this particular one unless you feel, Mr. President, that you would like to bring up a thought yourself.

PRESIDENT KEEFE: No.

MODERATOR WOOLLEY: Chief Collins is here now. So I will close on that question and refer back to the one of a few minutes ago about traffic control. Tom, will you stand up, please, where people can see you. Tom has been in hiding; he is the most reticent soul in the world. Now, Chief, something was brought up before you came in — about traffic control. We had a question about an electronically controlled traffic system, and we were reminded that you have been experimenting with that in New Haven, and I wonder if you would just say a word about it, for the one who wrote this question.

CHIEF COLLINS: Well, the installation is going in now, Roi, and I can't tell too much about its operation because we have only one pilot installation. Starting Friday we are going to have twenty-eight traffic lights controlled by electronics and all of the apparatus. So probably three or four months from now I could tell you more about it. Just now I can't say whether it will work one way or the other way. But I can tell you after we have had some experience with it.

MODERATOR WOOLLEY: Thank you. I might add here that Chief Edward McDonald in White Plains, N. Y., has an installation that he has been working with for a couple of months. He has had some set-backs, but it seems under certain conditions to stand up fairly well.

Now, we would like to hear from that man named Townsend who is hiding behind the pillar in the back. He is general manager of the International Association of Fire Chiefs, and he came all the way up here just to be present at this panel.

CHIEF TOWNSEND: Thank you, Roi. In our review of this traffic control situation, it seems to be in a period now, as Tom says, where no one can make a determination. We are just kicking this subject around outside. We think it is going to work out. We think that something very definitely an improvement will be worked out. But it will probably be another year before we can say anything that would bring satisfaction.

MODERATOR WOOLLEY: Thank you. I think that we have cleared that question very nicely. I will move on quickly:

QUESTION: The extension of throughways and speedways through our states may help mutual aid response, but it seems to me that it presents a lot of new fire problems. I would like to see this association give some thought to this.

Now, here could be a subject for considerable discussion. But in view of the fact that we have in Massachusetts and in practically every state in this New England Association the introduction of these throughways and speedways, perhaps we should try to clarify some of the problems that face you chiefs who are

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either on them or will use them in some mutual aid response. I will start first with our panel, if I may:

CHIEF MILLER: On these super-highways that have been recently opened up from Augusta, Maine, to the New Hampshire border, we have found that in answering alarms to woods fires and forest fires, and also to rural buildings, we have been greatly handicapped. So we have had meetings with the forestry department, and now we have two gates in our town to the super-highway. Lewiston, across the river, is getting it's gates built. And all along the highway, the chief of the fire department has the key to these two gates in his own town. But that key fits all the gates along the turnpike. So if they do get a call to a mutual aid town, they have no trouble getting onto the pike and making a quicker approach to the scene of the fire than would happen if they had to go 'way around through some organized town, or disorganized town, or what-have-you. That's the way the Maine turnpike is being handled at the present.

MODERATOR WOOLLEY: Thank you. Let us go down the line and hear from New Hampshire. Chief Crompton.

CHIEF CROMPTON: Well, I haven't much to say because we only have about fifteen miles of that kind of parkway.

CHIEF MacDONALD: I must also pass that question.

CHIEF BRODEN: We have no such big highway; only minor inter-changes. It is no problem.

MODERATOR WOOLLEY: Yes, Rhode Island is happy that way. Coming around to Connecticut, which is right in the midst of it. Chief Graham, are you encountering it?

CHIEF GRAHAM: No, we're not.

MODERATOR WOOLLEY: How about you, Chief Gorman? Is Massachusetts concerned with it?

CHIEF GORMAN: Yes, there are a couple of things about this type of highway that I think are going to raise problems for the average fire department, because upon them there are no communications, so that a call from any particular part can be a general notice to a fire department. And it may be in the town, or it may be ten miles away from it, away from your town. I think there should be some sort of a form of emergency communication along these highways. In Massachusetts, and going up the Maine turnpike, I notice that there aren't any.

Another thing is the lack of water facilities on them. Now, a town that had a tanker would have some sort of a provision for handling a fire of not too large a consequence on one of those super-highways. But let us not be unmindful of the fact that over those highways are traveling big trucks with large and valuable cargoes, and it would give the average department quite a problem to try to handle a fire with that equipment if they arrived on such a highway and did not have the facilities for getting more water, or extinguishing agents.

I notice that on the expressway to Boston, at various places there are fire boxes installed. And there are also stem-pipe connections installed that are fed up from the lower levels in the street. And I think that eventually on these toll roads and expressways, the states will have to develop some form of communications to pin-point the trouble to a fire department and even to a police emergency that may be responding to it.

MODERATOR WOOLLEY: Thank you. The Chief crystallized some of those problems brought up by this question. In a sense, we are very much up against it



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in New York. You know the New York thruway, and I would like to point out, if I may, this question of liability on mutual aid response in that state. Chief Townsend knows a lot about this, because New York State has been concerned with it. We find that while we have liability coverage for men, in the matter of response over certain of the thruways we do not have it for apparatus, strangely enough.

Now, you have a limited number of access roads onto this thruway. In order to get to a fire on the thruway within the political subdivision of a certain community or fire district, it may be necessary for the nearest fire department to go many miles out of its way to get onto the thruway and come back to tackle that fire.

The apparatus operating on this thruway at the present time is not thoroughly covered by liability compensation. And it is a problem, because many of the communities are adjacent to the throughway which is state-owned and yet which is not in a way operated by a separate authority. It is a queer complex of legal complications, and we are having a great deal of trouble about it. Some communities say, "Don't respond," to fires on or along the thruway.

Another point is that we have the blue-light law in New York, and we have to determine just how the authority will allow a man through the barriers, or portals, to use the thruway without having to pay a toll. It's rather amusing. I won't mention the chief's name, because you all know him. But it seems to me that the papers some time ago had a little item about a chief who was held up on a toll highway and they demanded that he pay his ten cents toll before he and his little red car could go through. He was on business, so called. I happened to be part of the business. And he got the business. And finally, one of us, after half an hour of argument, paid the ten cents and we went on our way. But I wouldn't think of embarrassing that chief by naming him. It happened that Fire Engineering had an editorial about it, and it got into all the papers, and the chief is now celebrated from coast to coast. (Laughter.)

So in a way we are up against it. It is something for this Association to be seriously concerned about. Now let me again call upon that grand person, George Swan, assistant chief engineer of the National Board of Fire Underwriters.

MR. SWAN: Well, Gentlemen, the Advisory Engineering Council of the National Board of Fire Underwriters has had for some time a special committee considering fire protection on bridges and highways of limited access. A report was published a couple of years or so ago, the committee is still functioning, and giving further consideration to the matter. If anybody is interested in the report that has already been published, they can secure a copy of it from the National Board.

MODERATOR WOOLLEY: Thank you, George. That's a great help. Now, is there any one else who wants to add anything to this discussion? (No response.) Don't tell me that you are all happy and contented about this. Oh, here we go! I knew Percy Charnock would come to life! (Laughter.)

MR. CHARNOCK: I wasn't going to say anything this morning, but George has referred to this report. I am a member of the committee that worked on it, and the thought occurs to me that here is a place where the fire service can very probably inject itself into the planning of these highways. You all have a great stake in this thing, and it seems to me that up to the present time we do nothing about it until after the highway is all completed.

You have a wonderful opportunity, if you only will, to get together with the engineers who are working on these highways, and suggest to them what your problems are, particularly this matter of response.

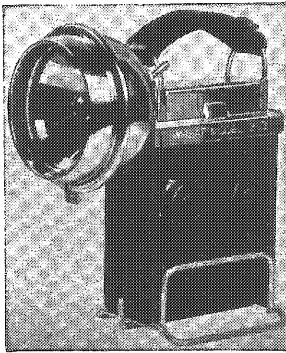
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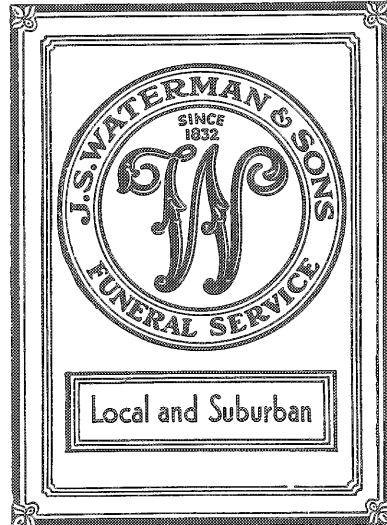


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Secondly, there is the matter of water supply, which has been brought up. There are many points on these highways where there is a water supply that could be very helpful to the fire department engine. And I am certain that if plans were made in the beginning, this would be very helpful not only in fighting fire on the highway but possibly to forest fires, and so forth.

It is my thought that a committee could be appointed from each of the states to meet with the authorities who are making these plans. They don't know. That's the point. But you fellows do.

MODERATOR WOOLLEY: That is a very pertinent recommendation, and I think it should be considered very thoroughly, because if disaster ever strikes, you may hear from the civil defense authorities. Mr. Charnock's panel later in this conference will perhaps consider that question of use of these major highways in multiple response to an emergency. We have had it happen in New York. We were very much embarrassed, as some of you may know, because — the fire service cannot use certain of the parkways and throughways in New York City and suburbs for a drill. Yet we can when and if the real emergency arises. Now, how incongruous that is. And so some of us coordinators who are expected to dispatch fire apparatus into the city of New York, must wait until the real thing happens before we can use these primary routes," So we can't use it on a drill, only we can when the real thing happens. Therefore we can't drill.

This points out some of the problems we run into, and I would personally heartily endorse Percy Charnock's recommendation that the association, if possible, appoint a committee. Perhaps, though, we should have a little more discussion on this subject from the floor from some of you men who are beginning to see now what we may be up against. Here is Chief Kimball of Hingham.

CHIEF KIMBALL: We have information that Sam Pope, whom we all know as an ex-chief of the Boston department, has been retained by the Massachusetts Turnpike Authority to set up the fire safety and communications for the Massachusetts highway.

MODERATOR WOOLLEY: Chief Kimball, I didn't know that, and I am very glad that you brought it to our attention. Perhaps some of the other states have had that same question, where the fire service has either been invited in or has managed to inject itself into the picture. Has that been the experience of any other state? (No response.) Well, I will leave it then, since there are no others who want to discuss this question. We will leave it to your good president here and your board of directors, perhaps, and if any resolution is indicated after the appointment of such a committee, and if I can help out, I shall be very glad to.

And I might add that I would be very glad, as editor of *Fire Engineering* — and I won't bring our paper into this again — if you would submit to me any recommendations that you care to make because, frankly, this problem is a national one, not just a state or a New England problem. It's getting very, very serious.

Now, if there are no other questions on this subject, we will get along with the next question:

QUESTION: Why not unify the fire emergency telephone number in all cities and towns?

In other words, the question is probably intended to ask: "Should there not be a standard telephone number?" We have a number of men who are prominent in communications who might want to answer that. Does any one on the panel care to express a thought on this? You have perhaps all considered it. (No response from panel.) I believe we can safely say that it is engineeringly unwise and impossible at the present time.

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Is there any one from the telephone company here? (No response.) I think we would find that it is not practical. It's been tried. The idea has been recommended. The International, I believe, had this question come up twenty years ago, long before we had dial telephones.

CHIEF KIRWIN (Naval Base, Newport): The Navy does have a 333 number that they are using, and it is universal throughout, although in our area we have to use 222. What is the objection? What is the trouble that they can't use either one of those?

MODERATOR WOOLLEY: Well, the answer is perhaps what you have given. You have to use 222 and 333. You can do that in the federal government. You can do things there that you can't do in municipal government. Unfortunately, we have the question of overlapping exchanges, and so on.

CHIEF GRAHAM: May I explain the situation in Bristol? We have three different towns besides our own on the Bristol exchange. Now, we do get quite a few calls as it is, though the numbers are different. But if any one calls in and asks for the fire department, right away they call Bristol headquarters, when it could be in Wolcott, or in Terryville near the town line, or it could be in Farmington, or in Burlington. Now, if we had one number, Bristol would be getting them all. It would be confusing. It is confusing as it is. But one number in that particular case wouldn't work for all those surrounding towns. To me, it doesn't seem feasible under conditions as we have them.

CHIEF LANE (North Brookfield): Ours is the same as Chief Graham has spoken about. We have separate fire departments, and if they all had the same number, I don't know what actually would happen. As it is, the North gets most of the calls, and it has to refer them—and time is lost—through the operator, because the way it is listed in the directory is under North Brookfield, yet the caller may want Brookfield, East Brookfield, or West Brookfield. It isn't very pleasant to be awakened at three o'clock in the morning when it's only a chimney fire, or something like that, and in another community. It just doesn't work out.

MODERATOR WOOLLEY: Perhaps we are spending too much time discussing this question. It's been a problem from coast to coast, and there have been different attempts made out West to establish a universal number, but it just seems mechanically impossible. To get a universal signal of distress—like the marine S. O. S.—is something that we will have to leave to the telephone company, as it is one of their headaches.

MR. CHARNOCK: Do you want to have George Swan explain how telephone numbers could be arranged?

MODERATOR WOOLLEY: I think we are spending too much time on this, but do you want to say something, George?

MR. SWAN: I think that Percy knows the answer. Let him tell it. (Laughter).

MODERATOR WOOLLEY: Well, of all the buck-passing! You boys are professionals at it. (Laughter.) I think we could talk a lot about it, and probably come right back to where we were. So we will go on to the next question.

QUESTION: Should the manufacturer of fire apparatus meet all the specifications of the fire chief without exception?

Oh, Brother! ("Ouch" from the floor.) Now let me repeat this, because I don't know whether this is one of these controversial questions or not. "Should the manufacturer of fire apparatus meet all the specifications of the fire chief without exception?" I think that is a rather leading question, and perhaps a very difficult one to answer. If we had all of the manufacturers together, we'd get their view-

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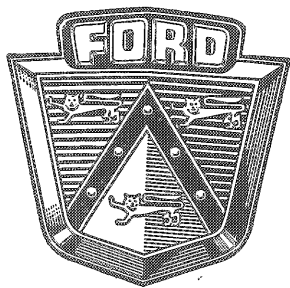
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point on apparatus equipment. But I know of no better man to handle that subject quickly, in a few words, than Chief Henry Thomas, who is chairman of the Fire Apparatus and Equipment Committee of the N. F. P. A. Henry, crawl out from under your chair and stand up and try to answer this.

CHIEF THOMAS: Excuse me, Roi, I didn't hear the question. (Laughter.)

MODERATOR WOOLLEY: Well, either my voice is getting sour or this mike is sour, because I've already read the question two times. (Laughter.) (Moderator repeats question.)

CHIEF THOMAS: I think that if he is a smart manufacturer, he will. Specifications are available that have been prepared, as you know, and that are universally accepted and approved by the National Fire Protection Association, the National Board of Fire Underwriters, and the International Fire Chiefs. Those specifications are in Pamphlet No. 19.

Those specifications are prepared with the objective of securing competitive quotations that will assure the buyer or the user, of a reasonably good piece of apparatus, we feel, at a fair price. The committee's specifications are prepared and then submitted to the annual meeting of the N. F. P. A., where they are approved.

I might add that they are prepared only after great deliberation by a committee that consists of fire chiefs, engineers of the National Board, the rating bureaus, and manufacturers. As you know, Roi, since you are a part of that committee and we have found during the years and particularly during recent years, that the manufacturers are only too happy to cooperate in the preparation of a specification that will do the job. And that is available.

MODERATOR WOOLLEY: Does the person who wrote this question care to elucidate on it further?

CHIEF MARR (Portland, Maine): As far as I know, Chief, Pamphlet No. 19 gives minimum specifications. I am talking about the specifications that you submit when you are buying a custom-built piece of apparatus. And believe me, you are paying plenty for it. And in every instance, each and every one of these bidders has an exception to my specifications. That is what I want to know. Have I the right to have this piece of apparatus built according to my specifications?

MODERATOR WOOLLEY: Henry, you answer that, and then I'm going to call on George Swan.

CHIEF THOMAS: Yes, there are minimum specifications in Pamphlet No. 19. That is correct. But you will find in the appendix and quite generally throughout the pamphlet, certain parts of the apparatus, such as its size, its motor, its hose-carrying capacity, the size of the water-tank, and many other details that are optional with the fire chief.

This committee, as well as most of the committees of N. F. P. A., and the National Board—I think they have the same belief that the fire chief, having the responsibility for fire protection in his town, is the man who should decide what tools he should use. But we try—respectfully and humbly, I hope—to submit at least a thought to be practical.

Now, when you set up a specification, whether from Pamphlet No. 19 or one of your own, and a manufacturer takes exception, then he does not comply with the specifications. Then it is up to the buyer, the city manager, or whoever it might be, to rule. In other words, there is no sense in preparing specifications and asking for bids unless the bids submitted do meet the specifications. And if exceptions are taken, obviously they don't meet the specifications.

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MODERATOR WOOLLEY: I hope that helps clarify this question. I am sure that George Swan also has been very active in the matter. As you know, the National Board prints Pamphlet No. 19 and other pamphlets to the recommendations of the N. F. P. A. Committees which are very carefully selected. Now, George, do you want to add something.

MR. SWAN: I will try to make it brief, Roi. I don't know why I should speak for the manufacturers here, but I think that one of the greatest difficulties which the manufacturers are faced with in this respect is that very frequently the specifications of fire chiefs rather go overboard in what they require. I, personally, have seen specifications prepared by a fire chief which called for a framework on a chassis that would be sufficiently heavy to carry a tank retriever. Obviously ridiculous!

Then we have also seen many cases—many cases—where a fire chief has called for a size of water-tank on a truck which is barely able to carry the hose and the other equipment. Now, that is obviously ridiculous. Now, a manufacturer can't be blamed in a situation of that sort if he refuses to bid.

Now, there are many cases when they will bid, because it is a highly competitive business. And oftentimes they will put out a piece of apparatus to meet the fire chief's specifications when they know in their own minds that it is absolutely ridiculous to have that apparatus on the road.

MODERATOR WOOLLEY: Thank you, George, for that point. Now, Chief, do you still have a question in mind?

CHIEF MARR: I still have a lot in my mind, because I don't think that my specifications are such that most manufacturers couldn't agree. As a matter of fact, I wanted a 250-horsepower motor. Now, I think that most manufacturers would be able to meet that. I wanted an up-draft carburetor. They wanted to sell me a down-draft carburetor. I have had experience with down-draft carburetors when a piece of apparatus wouldn't leave the floor. An up-draft carburetor is better than a down-draft, for the reason that you might accumulate a lot of gasoline in the manifold and that piece of apparatus won't start.

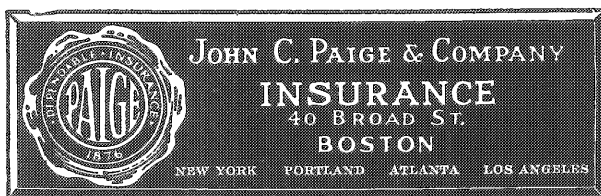
MODERATOR WOOLLEY: That is true, Chief. But I think we will all agree that if each of us attempts to get all the desired individual types of equipment that we prefer, whether gross vehicle weight or tank capacity or what-not, there might not be enough manufacturers in the world to turn out first what we want.

I would say in justification of the manufacturers, as a member of the committee, that those specifications have been carefully worked out. They are intended as a guide for fire chiefs, but there is nothing mandatory about their use. They are meant to help him prepare and present clear-cut specifications upon which manufacturers can bid with some degree of accuracy.

Now, in little details such as the size of the motor, and so on—although the size of the motor is not a little detail—there is room for variation and some leeway there. I don't believe a discussion here would change that. I think it is generally agreed that over the years we get quite good apparatus from the manufacturers.

Problems such as the conversion of tankers, for example, we have got to rely on some sort of recommended specification for safety as well as for efficiency.

Now, if any one wants to add a quick word to this discussion, I don't want to close this question, but I think it is one of those things we can't do much about. I hope we have given the questioner a measure of satisfaction. I don't wish to give names of questioners unless he wants to make himself known. But I do want to make it clear that if any chief asks a question and then doesn't feel that he gets the



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answer he wishes, we like to have him take the floor, not for the sake of an argument but to help clarify the situation, and again the information he seeks.

A MEMBER: I'd like to ask my brother chief, what is to stop him if a particular manufacturer won't meet a specification, from finding one who will?

MODERATOR WOOLLEY: That was Chief Grote, of Chester, Connecticut. I hope, Chief, that you don't think I have cut this off too quickly. If so, I apologize. It's just that I see these questions piling up, and I haven't even given you people a station break. Would you like a break for five minutes? (No response.) Well, I never saw such gluttons for punishment. All right, we will carry on until somebody gets tired. Now, here is another question about manufacturers:

QUESTION: Do you think the manufacturers of apparatus should reduce the over-all size? They must, if they build them so large.

I can't quite get that question. I think he means to say, "Do you think the manufacturers of apparatus should reduce the over-all size? Why must they build them so large?" I had difficulty with the handwriting. That's a logical question. Will some one on the panel try to answer that?

CHIEF GORMAN: In my opinion, the reason that they are getting so large is because the fire chiefs are making so many demands on them, they have to box everything in. That is my answer to that. They want everything boxed in. And I think they are getting too large for the roads that we have to take them over.

CHIEF CROMPTON: I think it's a very good question. As you people know, many of our cities and towns weren't built for them. Their roads were built for the horse and buggy. I have often thought of this same question, myself. I agree with Chief Gorman. I thought it was a very good question. The streets of the city of Portsmouth are narrow. Take your fenders and everything else on the apparatus today. In my opinion, they are too big. Personally, I don't think there is any reason for building them so big, but they do.

CHIEF MacDONALD: What I would say is repetition. They could build them more compact instead of stretching them out.

CHIEF BRODEN: I'd like to add that with all the equipment we have, we still don't have enough room. I'd like to have more trucks, but smaller trucks. For instance, to carry special equipment, such as tools, so that we would have enough tools in our responses.

CHIEF GRAHAM: I think it's that we are demanding so much water capacity, so much hose capacity, that they have got to make them longer and wider, or else build them up, and certainly trucks are high enough now. We don't need that. But I am doing what this chief just spoke about. I am running a special truck with special equipment, and it answers all calls to building fires. And I find that this is eliminating a lot of crowding on my regular apparatus.

MODERATOR WOOLLEY: Thank you, George. Now, I think that you have had expressions from enough of the panel, and I would like to point out that the majority of the panel do not come from either the bigger cities or the smaller. There may be some of the chiefs here from the bigger cities, and we would like to have an expression for them. Is there any one here from Boston? (No response.) Well, then, Henry Thomas, will you say something from the apparatus end of it?

CHIEF THOMAS: That has been a matter of concern to the committee. I think that much has been said about the carrying capacity. The extra equipment that you are putting on apparatus has been one of the reasons for the increase in size. I also believe it is quite in line with the trend in automobiles—with automo-

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I think that the manufacturers would be receptive to some consensus of opinion from some chiefs' organization as to your desires. I think that what you are receiving now is pretty much what your chiefs around the country have asked for. And you must recognize the fact that many of our chiefs and many of our smaller communities are really quite proud of this great, big, beautiful, painted apparatus. And we are getting, I am afraid, a little bit away from the utility purposes of the equipment into the grandeur of the apparatus.

I would sum this up, Roi, by saying that the committee, certainly, and I am sure that the manufacturers in general, would be very receptive to some suggestions and some ideas as to what chiefs think—a consensus, not the isolated case.

MODERATOR WOOLLEY: Thank you very much, Henry. That is interesting. Perhaps we have some manufacturers' representatives here who might like to add a word. After all, they are our good friends. They contribute and help to support this organization and our work. I think it is only right for them to speak. If any of you are here, will you take a minute or two and talk about this? (No response.) I presume they are all busy down at the exhibits. All right, go ahead, Chief.

CHIEF AMES (Reading, Mass.): I suppose there never has been a piece of apparatus built, and never will be, on which you can carry all the things you would like to carry. When we went to dual tires, we widened our apparatus out. I think that if they would cut out some of the streamlining and so many cupboards that you have to have a directory to find what you want, I think it would be an improvement.

MODERATOR WOOLLEY: Thank you, Chief. Yes, Mr. Charnock.

MR. CHARNOCK: This matter of overloading of fire apparatus has become a rather troublesome problem. About two years ago I sent a notice out to the manufacturers—to all the manufacturers—of fire apparatus that after a certain stated time we would not consider acceptable any apparatus that exceeded the gross vehicle weight of that apparatus.

It all comes about, I believe, from the duties of the fire departments to carry more water on one set of wheels. Many times the specifications call for at least a thousand gallons of water to be carried, which you know is over four tons. And we found that this had become so prevalent that we had to issue that notice. And, frankly, we had a number of very favorable comments from the apparatus manufacturers, and that they had been forced, because of the specifications that the chiefs handed them, to overload the apparatus.

Personally, I think it is much more desirable to have a second piece of apparatus carrying water in it, rather than to put all that water on one set of wheels.

MODERATOR WOOLLEY: Thank you. Here, again, we get a very good viewpoint. This applies to the type of fire equipment that must take some water with it. The advent of streamlining, the increased size of booster tanks, and the general desire to speed up attack by having the first unit that gets there being able to handle pretty much of the entire firefighting job—all these things, I think we are pretty much agreed—have been tending to increase the size of the apparatus. It has led to complexities and, as said here, to compartmentization, and so forth. I believe we are all agreed on that.

Now, I am just wondering if any one could offer any suggestion for this organization which we could pass along to our good president here and he could pass along to the manufacturers—which would make it easier for the organization and

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for the manufacturers, too. What can we as a group do to cement a better manufacturer understanding and relationship, and tie in your specifications a little better? Maybe we are going hog-wild on this matter of size, weight, and so forth.

Does any one want to take the floor on that? I'd like to hear from some of these chiefs who haven't been on their feet. You have let the old veterans take this floor. Let's hear from some of these younger chiefs who may have a problem. This is your party, not ours.

CHIEF McDONALD: What would be the maximum water capacity on any truck—the carrying capacity?

MODERATOR WOOLLEY: How long should a man's legs be? Go ahead, Percy.

MR. CHARNOCK: I do not believe that you should carry more than five hundred gallons on any pumping engine. And if you want to carry more water than that, you should put it on another truck.

A CHIEF: Don't we find some of the small towns—and I am not picking on small towns, because I come from one myself—but don't we find that some chiefs will go out and buy an undersized chassis and then overload it? Isn't that a lot of trouble?

MODERATOR WOOLLEY: Brother, you are so right. Here is an example—a chief who bought a brand new ladder truck and began to pile stuff on it, when the volunteer company drilled, instead of a normal crew, there were twenty-two men on board. Naturally the driver was very much worried, because if he had a crack-up, what was going to happen to the village in the way of liability compensation? Pretty soon, the rear end of that nice ladder truck was sagging down from the overload. And then the manufacturer got the blame. It was said he didn't do a very good spring job. So I am with you, Chief, on that sort of thing.

A CHIEF: I am not talking about the tank trucks, but the standard pumpers. I think the average chief would not want to sacrifice the size of his piece and lose any of the stuff he is carrying now. I can remember not so many years ago when all we had on the pumpers was a thousand feet of two-and-a-half-inch hose and possibly two soda-and-acid extinguishers. And so you chose between the two-and-a-half-inch line and the soda-and-acid extinguishers. Now we have probably twelve hundred feet of two-and-a-half, five or six hundred feet of one-and-a-half, two booster reels, dry chemical sealed tube, and all the rest of the stuff. But with the reduced manpower, you are better equipped. If you have only three or four men, when you land there you can do a job on that fire with what you've got. But not with the old set-up. I don't think we would want to sacrifice some of the modern equipment.

MODERATOR WOOLLEY: Thank you, Chief, for that viewpoint.

CHIEF KIMBALL (Hingham): Roi, I would like to make one observation. I had the privilege of being on the committee of N. F. P. A. on Pamphlet 19 in Rochester. I have bought pumping engines, several of them. And I had Pamphlet 19 but never paid much attention to it. But after sitting there listening to this committee for three days—listening to these manufacturers' representatives, men from the rating bureaus, George Swan, Boyd Hartley from the Underwriters, and Henry representing the Fire Chiefs, I am firmly convinced that as Henry said about the appendix, if the fire chief will go along with Pamphlet 19 and consider it when he is buying any piece of apparatus at all, he is not going to get into too much trouble as far as being overweight, and he is going to know what he is going to need for gross vehicle weight, and he is going to know what he should have for chassis. I think if we would make more use of Pamphlet 19, I think we would be all set; we would all be better off.

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MODERATOR WOOLLEY: Thank you. I would say "Amen" to that recommendation. It's splendid.

CHIEF LANE (North Brookfield): I believe, on behalf of the truck manufacturers, that there is not too much that can be done to the width of the vehicle because the manufacturers make these axles to carry the load. And if we will remember that we did have a truck once with 620s on it, then it went to 700s, then to 750s. Now it's even 1020s. I don't see how it can be changed in comparison to carrying the load. How are you ever going to narrow the thing and still have the speed and the capacity to carry the load? It just can't be done. It's mathematics. As Percy said, you want to carry five hundred gallons of water. You want to carry all these things in one package. The width is there. Why, it would be frightening if you started to narrow them up. I don't see how it can be done.

MODERATOR WOOLLEY: Thank you. That is a practical viewpoint that we can take to heart. Those people are helping. They are making them lighter. They are substituting lighter metals for the heavy ones, and they are doing all they can. And we, too, I think, are doing a bit. But the problem exists. And I think that, as Chief Kimball has said, if we would stick to Pamphlet 19 as our sort of guide and bible, we would be better off.

Incidentally, it might be a good idea to have a quick viewpoint from a man who has come up here from Philadelphia. Is Lieutenant Kennedy of the Philadelphia Fire Department here? Bob, will you stand up, please? This is the man who took that wonderful picture of the man cheating death which went all over the world—the man climbing out from under a wall that was coming down. I want to introduce to you Bob Kennedy. (Applause.)

Bob, your fire department down there has done something which is a little unusual. Philadelphia's fire department has been the first in the big cities to buy a German-patented aerial ladder which is made right here in New England. I have forgotten the name of it—a German-patented, American-made aerial ladder—which I understand they bought, more or less, because of the narrow streets there. Bob, will you tell us about it.

LT. KENNEDY: They were purchased because the streets in Philadelphia are similar to some of the streets in New England, having been built in the seventeenth or eighteenth century. We had a lot of trouble trying to get into them with our professional-type ladder. So the Deputy Commissioner of the Department, Chief Hink, came up here to Middleboro, Mass, I think it was—I don't know whether I should use trade names here—but anyhow we finally did purchase a hundred-foot aerial. It has been in service over a year.

All four fenders are the way they were when delivered. Not a scratch on them. And as a result of the wonderful maneuverability of it, we have purchased two more hundred-foot maxim gyros aerals. And we also purchased two of the conventional type Maxim gyros, eighty-five-foot ladders. We don't have a bit of trouble with them at all. And their maneuverability in the small streets of Philadelphia is wonderful.

MODERATOR WOOLLEY: That ought to get you a good lunch. (Laughter.) I don't know where I come in here, but one manufacturer is going to get himself a new errand boy, I'm afraid. (Laughter.)

LT. KENNEDY: Well, I'll try to get out from under by saying that all the fenders on all our other apparatus are o. k., too. (Laughter.)

MODERATOR WOOLLEY: Well, that is certainly what I would call backing at full speed! (Laughter.) Can somebody cap this story quickly with a word or two?

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A CHIEF: I'd like to get back to more inch-and-a-half hose, and get rid of some of this two-and-a-half that we are carrying around and don't use often. About seventy-five per cent of the fires in the country need only inch-and-a-half and a booster. And Percy says he doesn't like water. (Laughter.)

MODERATOR WOOLLEY: Many a truth is spoken in jest. (Laughter.) Will you repeat your question, please. Most of us didn't hear it.

A CHIEF: I would like to know when the National Board is going to recognize inch-and-a-half hose?

MODERATOR WOOLLEY: Well, George Swan has broad shoulders. We are going to put this on yours.

MR. SWAN: I hate to be on my feet so much, and I really think this should come from Percy. I have seen him use water. (Laughter.) But in answer to the chief's inquiry as to whether or not the National Board will recognize one-and-a-half-inch hose, I will tell him that we have done so for many years. I am a little bit confused by the chief's question, as it would appear to me that he is proposing that we do away with the two-and-a-half and that fire departments carry only one-and-a-half. I don't think we would ever agree to that, because you are going to have big fires at times, and you need the two-and-a-half for those big fires.

MODERATOR WOOLLEY: Thank you, George. Now, I see that the man who invented water and who can discourse on it is itching to get up and talk about it. Tomorrow he is going to lead a discussion on emergency water supply, fire fighting, and civil defense and I don't see why we shouldn't let him have this floor for a few minutes. Percy, do you want to give that chief another answer?

MR. CHARNOCK: He heard the answer.

MODERATOR WOOLLEY: All right, then. We can go on to another question.

A CHIEF: Just let me say that I think we need the heavy chemical equipment on the trucks, too. And doesn't that bring us back to that question we were saving for Mr. Charnock? The question in regard to the recognition of tankers? Wouldn't this be a good time to switch to it?

MODERATOR WOOLLEY: Well, I thought we covered it fairly well. The question was whether recognition is given to tank trucks by the rating bureau, or will the rating boards give credit?

MR. CHARNOCK: The answer is "Yes." To a degree. I always qualify my replies. "Yes" part of it is that we do allow credit for property subject to farm rates provided the fire department carries at least five hundred gallons of water to this farm property which is on fire—in one or more vehicles. I might say that this is done more or less as an experiment. We do not allow the same credit or any credit for tank trucks alone for other types of fires.

We haven't had enough experience to determine whether this credit has been of any value at all in reducing the losses on farm fires. Time only will tell on that.

MODERATOR WOOLLEY: Thank you very much. I think that is answered to our satisfaction. I have two more questions here. But I never saw such gluttons for punishment as you people, and I think we had better take a couple of minutes off for a stretch.

(After a very short recess.)

MODERATOR WOOLLEY: We can proceed now. Here is a question:

QUESTION: In regard to civilian defense, we have been informed that our first line of defense would be the fire department. Should we go on record as being

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opposed to members of the fire department being members also of a military reserve, national guard, and so forth, in the event of emergency floods, fires, and so forth.

The question resolves itself into whether or not a man should owe allegiance to two services, and how far should he go in each. Can this organization do anything and, if possible, would that lead to a resolution? I don't want to make that into another question, but the chief can have the floor, if he wishes to elaborate on it. First we will confront our panel with this.

CHIEF MILLER: Does the question say: "Shall we stop a man from being in the reserves?"

MODERATOR WOOLLEY: No, it doesn't say anything about stopping him. It asks whether he shall be a fireman and also in the reserves, and if so, what can we do if that eliminates him from the fire department.

CHIEF MILLER: Well, when they finish military service they are automatically in the reserves. So what can we do? Shall we eliminate him from the fire department? How are we going to get around that?

MODERATOR WOOLLEY: He is speaking of activity in the national guard, if necessary. We have an enemy attack, let us say, and they call out the national guard. Now, that man is a member of the fire department. How will he conduct himself? How can a chief call upon him? How will that man rank?

CHIEF O'HEARN: Roi, if I remember correctly, we had a discussion at great length on that subject two or three years ago. It may go back to the time when we were going through it on the war situation, but it seems to me it was within two or three years that we had a very fine, lengthy discussion on that. And it's a matter of record. I am only giving you that for the benefit of looking it up, if you like.

MODERATOR WOOLLEY: To your recollection, was there anything done about it? Did we pass a resolution or take any action?

CHIEF O'HEARN: No.

MODERATOR WOOLLEY: I didn't think we did. If this chief cares to elaborate on this question, I would be glad to have him do so. Maybe he has a slant which wasn't discussed at that time. (No response.) Otherwise, let's go back to our proceedings, and we will see if we can stir it up. Perhaps it can be a point for John to look up before we leave this meeting. We'll put it aside for now.

This next question looks as if we are going to have to read a paper. But I think this is important. I haven't read it thoroughly before this. It is addressed to the panel:

QUESTION: As you know, there are powerful influences at work in various parts of the country to consolidate the fire and police services under a department of public safety, so-called. A member of the department, according to one proposal, would not only perform the duties of a police officer but would quickly convert to a fire fighter where the need arose. Proponents of the plan promise a greater, all-around efficiency, plus a more economical administration of both services, which of course presents an attractive appeal to the taxpayers. I believe that this association and the profession in general are of a contrary viewpoint, but the position is being continually placed in jeopardy by the actions of some fire departments, by their increasing demands on the authorities for more and more police powers for their members—special police powers for traffic duty; to maintain the peace at carnivals, their shows, fireworks, displays, and so forth; police powers for their arsenal, investigators, and ad adfinitum. How often do we hear of a police

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officer who wants to double as a fire fighter or using the functions of the fire service? Not very often, you can be sure. I am a member of this association, and make this observation only in an effort to be helpful. In my present position I am close to both services, and am vitally interested, as I believe are all members of this association, in maintaining the honor, dignity, and prestige of both services. I respectfully suggest that serious consideration be given to this matter.

I will not read his name, but if he later cares to speak on this, he may do so. He is a member of the state police and a very good man, I might add.

Now, this is a problem, and there seems to be two points brought out. One is the broad interpretation of integration of services which is being propounded by the municipal administration interests in Chicago and elsewhere. The other is the overlapping duties which come right down within our states generally, and that seems to be just what this man has in mind. I don't think that in New England we have too many cities, towns or districts contemplating combining fire and police. We have them in California. We have them in Illinois and other areas. Doubtless you have here certain incidents where there is an overlapping authority, and I think that is what this man wants to point out. Now, does any one want to discuss this?

CHIEF MacDONALD: There should be a distinct difference between fire and police. We should be on our own, and let the police take care of their own.

MODERATOR WOOLLEY: Thank you, Chief MacDonald. Next?

CHIEF BRODEN: Just briefly, I'd like to say that a year ago my own mayor called me and wanted to discuss the merging of the police and fire departments and, as most fire chiefs, I wasn't interested in the idea at all. And about that time, as I recall it, there was an editorial in *Fire Engineering*, and I think I used the meat of the editorial in discussing it with him. Finally, I know that the issue just died. I tell this in the hope that it may be informative to somebody.

MODERATOR WOOLLEY: When he said that the issue just died, I was afraid he meant *Fire Engineering*. (Laughter.) But I'm very glad it came alive, and that for once somebody got something out of it. (Laughter.) So we have two readers, now. Thank you. (Laughter.)

CHIEF GRAHAM: I heard that Henry Thomas gave a very good answer to that question over at the Fire College in Storrs, Connecticut, and I think he could enlighten us a bit on this if he is in the room.

MODERATOR WOOLLEY: Henry, come out—from behind that cigar, this time.. (Laughter.)

CHIEF THOMAS: It seems to me, Mr. Chairman, that you could select easier questions. (Laughter.) I think that the question, as you have already indicated, has two parts. The first one is this integration of fire and police, and that has been discussed up here at this association within the last two or three years, at considerable length. And it also has been discussed, as you know, at the International Fire Chiefs' conferences.

I presume that most of the members here in this room know for a fact that the National Board of Fire Underwriters, the National Fire Protection Association, and most fire chiefs' associations are on record as pointing out the fallacy of such integration; that they are separate and distinct jobs requiring separate and distinct skills; and that to be a capable policeman or fireman requires considerable study and application to the job involved.

We cannot blame too much the International City Managers Association for bringing up that question or any other question of a similar nature, because the

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rising costs of municipal services—all services—are greatly in excess of the tax revenue that is available to most municipalities today. And the fire services cost in fully paid departments is increasing by leaps and bounds.

The best answer, I believe, to the question, and it was quite brief, was made up here in the state of New Hampshire at a meeting of the International City Managers Association. And I believe that I am free to quote it. At least, I'll take a chance. When John Neal, the Chief Engineer of the National Board and also President of the National Fire Protection Association, in addressing the International Association of City Managers on this subject, said that he was very happy to be there at the conference, but he would have wished that the subject assigned to him had a little more value either for or against. The question is not new. It was discussed some years ago by the fire prevention engineers in the International Association of City Managers.

At this meeting, when it came to questions, there were not very many from the Managers present.

The question, as you have already indicated, has been entertained and put into effect in many small cities in Canada and on the West Coast. Not too many in the East. But the fact of the matter is that many of the cities that went for integration, particularly on the West Coast, have now returned to separate services.

The question has been discussed for a great many years in Europe where they have integration of fire and police. It has been abandoned over there because it was not effective. And the fire records of many of our smaller communities, particularly those two towns up in Canada where they had terrific losses because there wasn't adequate manning in the fire department, would seem to point out again the fallacy of this particular proposal.

However, I think the fire chiefs themselves have a problem—a responsibility to answer that question themselves realistically. I don't think it's enough just to say, "We are agin it!" We should tell them why. And the fire chiefs should recognize the fact that the costs are increasing, and that the number of firemen that we have employed—let us say very frankly—must be kept occupied at their jobs in order to justify their existence.

Now, the fire protection of this country and of all communities have enough problems to keep those men occupied, and most of our cities today and most of our small towns are practising fire prevention as they never did before, not only with individual inspection of buildings, but, as every one here knows, taking companies out with radio-equipped apparatus. And also because of the shorter week hours today in municipal departments, there is greater need for putting more time into training, particularly in view of the new hazards—the synthetic processes—that we are faced with today.

Therefore, a fireman can be well occupied. It is not sufficient that he sit around the fire house watching television waiting for an alarm. He can and he should be occupied in fire prevention activities, in training, in order to become a better journeyman, so to speak.

The second phase of the question, as I understand it, Roi, I think brings up an old adage that if you play with fire you are going to get burned. If some of our communities, because they are running con mills or bingo, decide that they, too, want to be police officers, then of course they are running in opposition to the cause they espouse, so to speak.

It is traditionally a fact, I believe, in this country and in most communities that the fire officer in charge of a fire is in charge of the area, including police activity. But I don't believe that the fire officer, be he paid or be he volunteer, should try to

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take on the prerogatives of a policeman as to regulating traffic or as to having power of arrest.

Now, of course, with the more of that which is done, you are just supplying the city managers associations with arguments and fuel for the integration of the services, which might well be done in some of our smaller towns.

You summarize and bring the two together, the first part of the question, I believe, being the most important. I think that it has been generally accepted after discussion—very thorough, careful discussion, surveys and analyses—that a small community or a smaller town would be better served, fire-protectionwise, to maintain its police department, and to maintain and support financially and otherwise a good volunteer fire department.

In regard to that, I think there are sufficient arguments in factual material available, much of which you have supplied in your paper which you don't want to mention, and which I wouldn't for the world. (Laughter.) And it is in various N. F. P. A. publications—all the material in the world. But the fire chief cannot sit on his "fanny" and say, "I'm agin it!" He has got to know why. (Applause.)

MODERATOR WOOLLEY: Thank you very much. Now, we have another very distinguished guest, and we would be very proud to have him take the floor. Percy Bugbee, General Manager of the N. F. P. A. (Applause.)

MR. BUGBEE: I just want to make a brief comment on this subject, because it is one of the very important administrative services in Chicago that is promoting this idea. But I would like to point out that of the twenty-two thousand or so fire departments in the United States and in Canada, there are still only twenty or thirty, out of the twenty-two thousand, who have tried this. Several of them have gone back to separate fire and police departments. And I think that is factual evidence that it won't work and doesn't work.

I would like to cite just one instance that I heard about and I think it is quite to the point. There was a small town in Ohio that tried this experiment. They had a combined fire and police department. And a gang of crooks came into the town and built a bonfire on the outskirts of the town so that the fire and police department went out to fight the fire, and while they were busy there, the crooks robbed the bank in the town. (Laughter.)

MODERATOR WOOLLEY: Having come from Ohio, I know that story is true. but I never knew there was enough money in the banks out there to go after it. (Laughter.) We have had an experiment in Connecticut, and I know that the young man who is now the chief of that fire department could tell us in a few words something interesting about it. It was one of the minor integration problems. Is Chief Richardson of Stamford here? Chief Richardson was not chief in charge at that time, but he can remember the effort to put firemen at police duty on cross-walks, and so forth. Will you please tell us quickly how that thing flopped, and what happened?

CHIEF RICHARDSON (Stamford, Conn.): A few years ago we received instructions to put men on the cross-walks in the city of Stamford during school hours. At that time, of course, we didn't have enough men to man the apparatus, and we were working three shifts. We were working a 56-hour schedule at the time. Therefore it became necessary to take men either off our ambulance service or from the machines in the vicinity where the cross-walks had to be policed. It was just during the hours of going into school and coming out of school.

That practise, of course, was ordered, and there was nothing that the men could do about it. The men were assigned to go out on the cross-walks at their assigned time. But fortunately since that time we have been able to get over to

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the authorities in the city of Stamford the fact that this was not the proper thing to do, and at the present time the men are back on the machines. And they have regular men to do this police duty. They are not exactly policemen, but they are paid from the police department.

MODERATOR WOOLLEY: Thank you very much.

CHIEF GROTE: I am glad my good friend, Henry Thomas, brought out how we feel in Connecticut. Now, you will find that some localities in Connecticut—I am not in a town—have created what they call a fire-police. And I am making it very clear to them. I have pointed out to the State Fireman's Association that you cannot mix police and fire. I speak from experience, my good friends. I am a chief in a small town, but you can hear me. I served my town in both of those positions. Your men in the fire service today are professional. And your police, the same way. But you are getting this city management government, and they can think of only one thing—that a man should do not two jobs but three.

I repeat that this association should go on record as to how we feel about this, because there are a few of us to fight. My good friend here says there are just a few. But the few may grow larger. Let us keep the police, which I am very close to, in their own field. And let us stay in the fire service.

Now I am speaking from experience, and I know. Now, I am fighting my own locality, in my own county. They have created an organization with uniforms. And they want to go out and make arrests. And I have told them, "If you do, I'll be one of the first to go out and help prosecute you fellows." Let's put it out of business!

MODERATOR WOOLLEY: Thank you very much, Chief. Now, since Captain Shaw is here, I would like to ask him if we have helped him in any way, and if we have answered the second part of his question, which is what I think he is particularly interested in. Now, I think that when an officer is interested enough to come to these conferences and ask these questions, it is a very helpful sign. We need to iron some of these things out. Captain Shaw, can you tell us whether we should go along further and what we can do to help?

CAPTAIN SHAW: I think you have handled this very well, and I am interested to listen. I didn't expect to get the full answer to the question. But Chief Thomas did supply the answer which I was hoping was the attitude of the association, and that is that you can't play with fire without getting burned. We must remember that when we clothe a fire fighter with police authority, we also saddle him with the responsibilities of a police officer. And it is very, very easy to be sued and perhaps lose your house because of false arrest or false imprisonment.

In my twenty-five years of service, I have yet to find a situation where it was justified or necessary to clothe a fire fighter with police authority. As far as traffic duty goes, I don't believe that there is any one today who wouldn't recognize the authority of a fire fighter in uniform. It is my experience that they will do just as much for the fire fighter without police authority as they would if he wore that big police badge. (Applause.)

MODERATOR WOOLLEY: Thank you very much, Captain Shaw. I think that shows you how the Association feels about this, at least speaking for the members present.

In New York and some of the big cities it has been found necessary to clothe certain fire officers with the authority to issue summons, and we are now keeping summons books on apparatus, but that is only because in the big city we have people who do abuse the privilege in traffic affairs. I wish we had the time to discuss the traffic situation and the issuance of summons.

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In the other matter which Henry brought up, I believe fire chiefs and fire officers can very easily overstep themselves and ask for police rights when they should not. There must be a community of interests.

Chief Marr, I believe that you have had an experience similar to the one in Stamford? Will you tell us about what happened in Portland?

CHIEF MARR: Yes, we were up against a similar proposition on one of the islands. This island has a regular population of around eight or nine hundred, and in summer it is perhaps three or four thousand. Well, three or four years ago they decided to combine the police and the fire duties. We have had a lot of difficulty, due to the fact that the fire fighters do not consider themselves policemen. Therefore, the situation hasn't been working out very well. Recently I tried to make a change. I tried to shake it up a little bit. But there isn't any change.

This is how I sum it up. First, the boys don't like it. They are strictly firemen. They were trained to be firemen. They don't want to do police duty.

Now, on that island we have a reservation—a government reservation, which has been disbanded since the war. There was a lot of valuable material there. It was sold for junk. They are trying to find out who did the job. So far, they haven't gotten to first base.

Another thing, the people do not respect the firemen as policemen. They have no respect for them one way or the other. Some of the boys there are really giving the men a hard time. And they feel, as firemen, that they shouldn't be too rough with them. So the thing is not working out. It never can work out.

Firemen are trained to be firemen, not policemen. The two units should be kept separate. It is true that city managers think they can save money by combining the two, but I think it is false economy. The service rendered does not compensate for the money saved.

MODERATOR WOOLLEY: Thank you, Chief Marr. I don't want to keep you folks too long, but I don't like to have any of these questions ignored. Here is a question:

QUESTION: Why don't firemen discourage fringe benefits and use their good offices to get salary increases?

There is a topic which we could discuss from here to breakfast and back again, and I think perhaps it had better be held. I'll take another one here that we might get some action on quickly:

QUESTION: As a fire chief what do you expect to get from your hose, such as weight, construction, life, and so forth?

Well, we have the chairman of the sub committee on fire hose of the N. F. P. A. Apparatus and Equipment Committee, and without waiting for the panel to talk about this, I'm going to ask Chief Kimball to answer that question.

CHIEF KIMBALL: But, Roi, I don't want to answer my own question. (Laughter.)

MODERATOR WOOLLEY: Any one on the panel?

CHIEF MILLER: I think they have made a very commendable start in making it lighter. I think that rocker-lug couplings would help out a whole lot in dragging it. But I think they are headed in the right direction.

CHIEF KIMBALL: As chairman of that committee under Henry Thomas, I want to say that if you have any desires as to weight, durability, length, and so on, we are definitely looking for that information. One thing we definitely want to know—and you can send this to us through the mail—what are the reasons that

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cause you to lose hose, and so forth. We want to know, and we will appreciate it very much.

MODERATOR WOOLLEY: Thank you, Chief Kimball. Well, we have two more questions. One is about ambulance service in the fire department. It is an important and lengthy topic; we could devote most of the afternoon to it. I just don't see how we can hope to cover it in a few minutes. With your permission and the permission of the president and the secretary, I will just take five minutes for any question that you want to ask from the floor. I feel that the ambulance question would take too long, and also the question of salary, to do justice to them here today. However, some of you may have a question in your mind that can be answered quickly, and if it will only take a few minutes we will be glad to hear it.

CHIEF KIRWIN (Naval Base, Newport, R. I.): What is the minimum amount of men that the National Board would like to see on a pumper?

The question came up to me because when they go before their board they are asked the question: How many men do you feel should be on a pumper? The trend is to cut them down. At one time they called for six. Now it is four. And the city manager wants to run it with three men. What is the standard recommended by the National Board for the operation of 750 gallons?

MODERATOR WOOLLEY: I think that is for George Swan to answer. Hasn't that been clearly established by the board, George?

MR. SWAN: The standard is just the same as it has been for years. We call for five men.

MODERATOR WOOLLEY: Thank you very much. I can't agree that a city manager should say how many men should be on a piece of fire apparatus. I can go along with a lot of things but I can't go along with having a city manager decide how to man apparatus in the fire service. I don't think he should at any time or any place tell the men in the fire service what they should do to put out fires.

CHIEF KIRWIN: What will the underwriters do if they do cut down the manpower.

MODERATOR WOOLLEY: They can't do anything about it.

A CHIEF: I would like to know their attitude on a piece of apparatus—or their rating on one that has served twenty years or more.

MODERATOR WOOLLEY: George, do you want to take that on, or divide it with Percy?

MR. SWAN: I think probably Percy had better answer that question, because I think it comes from a smaller place. We have never attempted to determine what is the proper life for a piece of fire apparatus. Some of you know that you may have a piece of apparatus in service for many years, and because of the small amount of usage, it is probably as good today as the day it was bought.

There is, of course, another factor that enters the picture. You are dealing with newer traffic conditions. The equipment that you meet on the streets has greater power—automobiles, trucks, and so forth, have higher power and better braking service. So it is not so much a matter of obsolescence in the construction and function of your older pieces as it is obsolescence in traffic conditions.

MODERATOR WOOLLEY: Thank you, George. Does that answer your question, Chief?

A CHIEF: It does until they give me a rating on it. Will they give you a rating on an old piece of apparatus?

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MR. SWAN: We will give you a rating for the type or model that your piece of apparatus represents. There would be a difference, for instance, on a solid tire. They wouldn't consider that the same as for modern, pneumatic tires. You would still receive credit for the possibilities of that piece of apparatus, but there would be a deficiency applied because it is not a suitable type of apparatus for present-day conditions.

MODERATOR WOOLLEY: If you have any other question, Chief, just go ahead.

A CHIEF: No, I was just trying to go back with some sort of alibi so we could get a new piece of apparatus. (Laughter.)

MR. CHARNOCK: I don't think that George fully answered the question. Frankly, we consider fire apparatus that has reached the age of twenty years as being obsolete, and that it should be replaced. I have said so many times. There are other factors in connection with this factor of obsolescence. Bear in mind that you want to keep your apparatus in operation one hundred per cent of the time. A piece that is twenty years old doesn't have to go to the graveyard to be out of service. If it has to be repaired, and needs parts to repair it, that can mean that it is out of service for a long time. I think it should be replaced when it gets to that stage.

CHIEF MILLER: That stage does arrive in any department. And I am suffering from the same thing myself right now, as I have three pieces that are twenty-five years old or more. Why don't your rating bureaus do something definite about it? Why don't you change our rating?

MODERATOR WOOLLEY: Now we are getting down to something.

MR. CHARNOCK: There, again, we have no police power. (Laughter.) It's just impossible for us to go in and say, "You must replace this." Though there have been instances where I have used the word "must," because of the experience we have had with a piece of apparatus that was over-age. The apparatus was almost worthless. So we have had to step in and say, "If you don't, we will have to change your classification."

But that is one thing we do not like to do, though we have had to do it in a very few instances.

MODERATOR WOOLLEY: I think we will all agree that we do have a friend here of the fire service, and that when the pinch comes, he is always on our side. We all know that the National Board has been that way, too. And I think that here and now, before we leave, I should pay, as your moderator, a well deserved tribute to the National Board and the N. F. P. A., and to all of these gentlemen who have helped us and have tried to hold specifications in mind.

Now, though some of you are leaving, I saw a hand up. Is there another question?

CHIEF ZANIESKI (Greenfield, Mass.): I just wanted to say in regard to the incinerator and smoke nuisance that we have a practise I should like to pass along. In our town, when we have one of those complaints, we ask the party who makes the complaint to go to the party who is making the nuisance and explain the situation. We try to get them to settle the problem across their fence. In this way, we have cut complaints down to practically half. We used to go over first and try to straighten it out, but we would get into trouble ourselves. (Laughter.)

MODERATOR WOOLLEY: Thank you. And now the time has come when I must turn this meeting back. I thank you all very much for your interest and consideration. I want to thank our panel for helping us. I want to thank our

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stenotypist for suffering through this long ordeal. I want to say again that I have never seen any people like this crowd. All I can say is many thanks for your consideration to me as moderator, and let us keep up this fine work. God bless you all. (Applause.)

PRESIDENT KEEFE: Thank you, Mr. Woolley. I have a few announcements. (Announcements.) (Recessed until afternoon session.)

TUESDAY AFTERNOON SESSION

PRESIDENT KEEFE: Will the meeting please come to order. I have a couple of announcements to make, and then we will start with our speakers for this afternoon.

Chief Marshall, Providence, R. I., gave a detailed announcement of the 1956 Fire Prevention Week Muster to be held on October 6th at the Dexter Training Grounds in Providence, Rhode Island.

PRESIDENT KEEFE: Now, we will proceed with our program, and our first speaker will be Chief Henry G. Thomas, of Hartford, Connecticut. He is the Vice-President of the National Fire Protection Association, and he will speak on "Fire Department Action in Recent Hurricane and Flood Disasters." Chief Thomas. (Applause.)

CHIEF THOMAS: Mr. Chairman, Ladies and Gentlemen of the Conference: Last night you saw a movie—a flood movie—that had been taken by the Southern New England Telephone Company. It showed many scenes of flood conditions in the state of Connecticut. Streams became torrential currents during the floods of last August—those meandering streams which have made New England famous for its beauty. And in New England we have continued as a sort of tradition the occupancy of many of our old mills and factories on the banks of those streams.

Oh, we have had floods before last year. We have had a great many of them. In 1936 we had a disastrous flood in the city of Hartford that inundated most of the center of the city. We were compelled to vacate fire headquarters, and we answered alarms, for one evening at last, from a location on the street. And in 1936 we didn't have the convenience that we have today, such as improved communications.

In 1938 we had a disastrous hurricane. We people of New England used to read of hurricanes down off the Gulf of Mexico, down through Florida, with a bit of philosophy that said, "It doesn't happen here."

At the annual conference of this association in 1953 you heard a very graphic report by Chief Travers of Worcester, and others, relative to the hurricane of 1952, and the damage and loss of life, principally in and around Worcester.

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According to the United States Weather Bureau data, which they prepared, the hurricane which struck the East Coast, particularly New England, in August 1954, caused approximately sixty deaths and one thousand injuries. Property loss amounted to \$460,000,000, which is something in the order of sixty per cent of the year's fire loss in that year.

Catastrophies of record for the United States by the end of 1954 which included storm loss only amounted to nearly \$800,000,000, with the major portion attributed to three hurricanes.

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canes, storms, and floods reached over \$2,000,000,000. Of course, in 1955 the major factor in that loss was floods.

And now we come to the point of the assignment that was handed to me—"Fire Department Action in Recent Hurricane and Flood Disasters." You remember that, back in last August, most of us were concerned with Hurricane Connie, which was spotted coming up from the Florida Coast somewhere around August 8th. And you remember—those of us who have learned by experience to keep in close touch with Weather Bureau reports—that Connie had about blown itself out with little damage to the eastern part of the United States by about August 12th, at which time we were informed by the Weather Bureau that a new storm—Hurricane Diane—was close on Connie's heels.

Hurricane Diane, about August 14th, according to the Weather Bureau, was reported half-way up the coast of Florida. This hurricane, you will remember, cut a wide swath through Virginia, but winds dropped to about seventy-five miles per hour, and Diane seemed to be dying out. The fact of the matter, according to certain statistics which have since been written up on the flood, was that Diane had become lost over the mountains of eastern Pennsylvania. At any rate, there was very little concern. Then came the rain—torrential rain.

If you remember, all day Thursday we had torrential rain here in the East. And Friday. The streams and brooks and small rivers overflowed their banks. And as you saw from the pictures last night, there was ten feet of water in the main street of Winsted, where multiple-story buildings were toppled over into the raging waters of the mad river.

Yes, we learned from past experience to keep in close touch with the Weather Bureau. I had a direct connection with the Weather Bureau. But most of us were lulled into a state of complacency, and I, myself, went to bed on August 18th thinking that the worst was over, and that there was much danger of a disastrous flood.

About three o'clock on Friday morning, most of the state of Connecticut was alerted. They had been alerted because the mayor of the town of Torrington had called the governor, saying that the streets were running with water, that water was submerging places of business, and that people were in danger of being drowned. The governor declared a state of emergency.

I recall, on leaving home and starting down-town that morning, that many of our streets were cut off. Traffic was halted on many of the main arteries. You had to go around the block several times to get where you wanted to go. I was in immediate touch with the office of civil defense. The Red Cross was alerted.

From there on pictures and articles written in the newspapers told the story of the damage that had been wrought in Winsted, the entire Farmington Valley, and the Naugatuck River Valley. There are many chiefs here in this auditorium who participated in rescue work that Friday and Friday night. We have often said in meetings or conferences of this type, both divisional and international, that when we have any type of disaster, whether flood, fire, or hurricane, the fire service is the first to be called in. We have discussed this in connection with civil defense.

That was true. It was true not only in the state of Connecticut. It was true in the state of Rhode Island, in the state of New York and New Jersey. Wherever there has been flood damage involving people and property, the first people to respond in the way of rescue work, to my knowledge, within the state of Connecticut, have been the fire departments. And there are chiefs here who have had more intimate knowledge of that than I. And I am proud to say that mainly it was the departments, and the volunteer departments of the small towns.

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There was a great need for boats. We found that there were no boats in that particular area capable of moving in that type of current. Streets became raging streams. Currents forty to fifty miles per hour were common. People were on top of houses, barns and other roofs, and up in trees. The volunteer departments, mainly because they were the ones in those small towns in the Farmington and Naugatuck river valleys, worked valiantly in rescue work.

And then the helicopters were brought in. The national guard, of course, was called out by the governor. And the state was put into a state of emergency.

I am not going to take up your time here telling you about the many acts of heroism that came to my attention in the unswerving devotion and untiring efforts of fire departments and the police working shoulder to shoulder, and by the civil defense workers and other volunteers. And not only were the firemen with their apparatus, and such boats as they could commandeer, working with the police, but also the firemen's wives were working in their various auxiliaries.

The firemen's wives were the first ones to organize relief stations. They were the first ones to set up stations for feeding and taking care of the homeless in all of those areas. I don't know that I could pick out any one that did more than the others.

There was a great need for assistance; a great need of responding to the aid of others. Never was it brought out more forcibly that there is a great need for a sound mutual air organizational plan, and not just on paper—a sound plan of response.

In some areas fire stations were lost in the current. In many others, the fire station was inundated. They tell a little story about New Hartford, a town about twenty miles to the west of Hartford. There are a couple of industries in the town, much farming, and quite a lot of residential property. The people during the day watched the rise and fall of the river. It wasn't consistent. And many of them had gone to bed on Thursday night thinking that it had crested. During the night they were awakened in New Hartford by the sound of the siren. They heard no more because the siren was located on top of the fire station, and the fire station had gone into the river.

I remember one particular instance which involved New Hartford in which the city of Hartford participated. We had many calls for portable apparatus, for equipment, for hose. But before we had gotten into New Hartford, two volunteer departments not of Hartford had attended to it on their own. The Bloomfield department and the Wethersfield. And in reaching that town eighteen or twenty miles to the west, those two departments had traveled from sixty to seventy-five miles because of bridges that had been washed out and roads that had been inundated.

Those two volunteer departments responded to New Hartford, and they set up communications with their radio on a Hartford frequency. One of the members of the Bloomfield department was a radio engineer. He happened to have a base station, and that was the only communication that those people had for a day or two with the outside world. Afterwards the amateurs got in there and did an excellent job.

I sent a pumper out to New Hartford. About thirty men off duty—men of my department—volunteered to go out there, and they went out. That was, of course, after the flood—a few days afterward. And then I went out that afternoon. The scene was one of desolation. There had been great damage. Homes had been lost. Roads were impassable.

We met in a room which was in the rear of a store in the center of the town. The selectmen were there, the fire chief, and the civil defense chief. There was

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evident a great deal of shock. These people had been hurt. They had been hurt badly, and they were utterly unable to help themselves. They were speechless.

Perhaps I was a little bit rough at that meeting. But I said to them during the meeting: "We want to help. We want to do what we can. But you also have to help yourselves. You have got to get to work." And that night, or late that afternoon, the first selectman issued an order that any one who did not work would not eat.

And it was bad in other areas. The town of Putnam was cut in half. It was bad in the city of Torrington and Bristol, and many others. In Torrington, as you have already heard, there were two major fires. One was a large magnesium fire. They couldn't get near it. They couldn't approach because the city was divided by the water and the plant was isolated.

There was one in a small town outside of Putnam—the town of Mechanicsville. A major fire was raging in the old mill building. Volunteers responded, and the volunteers did a terrific job. The mill, I understand, was destroyed, but adjacent to it—attached—was a large warehouse, and in that warehouse were great stocks of cloth prints—cloth material that ran into hundreds of thousands of dollars in value. Most of that material in that combustible warehouse was saved. It was salvaged entirely by the work of the volunteer departments.

The volunteer departments that went there used mostly portable pumps, about a hundred gallons discharge, about sixty pounds pressure, and hose. Nothing else but devoted work. Men worked around the clock. And that, again, was duplicated in these other towns throughout the area.

In the city of Waterbury, one of our members—Chief Scully—had a different problem facing him. On one alarm in which people were cut off and isolated in a building, they raised an aerial ladder. An automobile in the current came down that street, which was formerly a street but now a raging torrent, and tipped the ladder over. The baby was lost—the baby they were trying to rescue. Moreover, in that area fire apparatus was destroyed, or damaged beyond operable condition.

As far as our own city was concerned, we were not too bad. The small streams to the west of the city flooded the area and covered some of the streets. And in one location in the factory district, we had a job to do. There were perhaps twelve or fifteen hundred people evacuated from their homes and from the factories throughout the city of Hartford. But in this particular instance in the industrial area, on one of the streets which had become a roaring stream, there were seventy-five people isolated in two-and three-family houses on the other side of that stream.

I have told you that boats could not negotiate such water. We had two boats come in there at first, followed by two more, with 20-horsepower motors. One of them had fifteen, I believe. I saw three of them capsized. We asked the state for help, and a duck was sent out from the Deep River section. This army duck came up—and, incidentally, it was manned by volunteer fire department men—but it could not negotiate that stream. I was concerned before it arrived that it would not be able to negotiate that stream.

So we got a life gun and shot ropes across. A couple of the men who had been in a capsized boat and had reached the other side, fixed up a boatswain's chair, and we took about seventy-five people out. Those of you who have worked under those conditions know what a boatswain's chair is.

Those of you who have seen rapidly rising water turn streets into running rivers, who have seen little streams become raging currents, have some idea of the feeling of a person who is responsible for rescue work under those conditions. And, again, in every area that I know of, and in every area that I read about, it was the fireman and it was the fire department that was the first to respond in any

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emergency. They were first on the job. Just as they were during the hurricane of 1952 in Worcester, and in many other sections of the country.

The October and November issues of Fire Engineering Magazine carried excellent stories of the flood and the operations of the fire departments during the flood and under very trying conditions. You may recall reading them, and it wouldn't hurt at all if you read them again and refreshed your memory, because if we have learned anything at all from hurricanes and floods, I believe it was from our experience in that one.

Now, it is our responsibility to get together with other municipal officials and plan and set up a workable disaster organization. We must firm up this mutual aid program that we have been talking about. We must work with each other in firming up that type of organization.

More than that, I submit that perhaps we should extend our training schedules beyond our own little bailiwick to the extent that we would actually have our fire fighters training on an area level. In that way we could become familiar with each other's operations, and perhaps standardize them to a certain extent. We could make sure, for example, that our hose couplings all fit, and that all of us have a working knowledge of all the apparatus and equipment that is available.

Also, from these disasters, I believe that we all know we need further education in, and we should have a better idea of, the true value of good communications. I have spoken today about the communications that were set up in the New Hartford area. The same thing was done over in the Putnam area, where we have a tri-county organization operating a tri-county frequency wave, and where they permit yeoman service. And it was over that frequency—over that fire department band—that news was carried to the outside world.

So, in speaking of these conditions, we should speak not only of the need for apparatus and equipment, not only of the need for food and shelter, and not only of the heights and crests of the rivers. We should also, I believe, learn from the mistakes that were made. I know that in our own Hartford County we missed a great deal the lack of a central control for that county radio. There was much overlapping. There was unnecessary use of the air-waves. The messages were too long. They could have been shortened. Terser language could have been used. And, again, because of the lack of a central control, there was considerable confusion.

I can remember instances where a town or a department asked for certain material—portable pumps, hand lights, batteries for hand lights, small generators—and when they did get this material, it came from two or three sources.

Just as one small example, one night several days after the flood had subsided, I had a call for 7½-volt batteries for hand lights. Well, I thought that it was strange that no one nearer than my city should have these batteries. So I thought I would take a ride out to that area and see what was going on. I took along a bunch of batteries and several hand lights. About five minutes after I got there, a little pick-up truck came along with batteries. And on the road back to the city, I heard on my radio that one of the towns contiguous to Hartford had been down to our headquarters looking for the same type of batteries. In other words, they had sent their batteries out there, and then gone down to my department to get another supply for themselves.

So, a central control in this mutual aid set-up—in the operational plan—would mean better use of the radio and a better distribution of things called for on the radio.

We had a great demand for portable generators. There was a great dearth of that type of material. Most calls were for portable pumps. After the flood had

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subsided, most of the work of the fire departments had to do with pumping out cellars of homes, places of business, and so forth. Now, it is not necessary for me to caution you against using first-line fire pumpers for pumping out dirty cellars. Such were in operation, but there was a scarcity of portable pumps. Many of these places have since increased their supply.

Many generators were brought into certain areas that were an improper size or improper type. And then fire hose—there was a demand for fire hose, and I am happy to report that because we had not discarded our spare apparatus when we had replaced it with new, we had considerable reserve apparatus and also hose. Some of it is still out on loan. But it has performed a service, and I am very happy to have been of such assistance.

In the Putnam area at that fire, I understand that some of the pumps and some of the small generators were flown in by helicopters. The helicopter has a place in fire control. Certainly it has a place in disaster. It is maneuverable, being able to land almost anywhere, and in some places it was the only type of equipment that could reach certain people who were stranded in trees and on roof tops.

Now, again, there were things to be learned. We had no ground-to-air communications in many of those operations. Sometimes you had to instruct the pilot of a helicopter, for instance, that down the road two or three miles there was a person on the roof of a house—a white house, and about two miles down and off to the east there was a red barn, and up on that hilltop another barn, and up there two people were on the roof. So there was this lack of good communications.

Now, speaking of our past experiences of this sort of thing, much as I think we should everything we can about fire control, one of the basic reasons for holding conferences of this type is to ask ourselves some questions. Are we prepared? Do we have organization? Are our communications adequate? Is our material adequate? And—most of all—are our people trained? There is a great deal of room for improvement.

I think that the August flood developed in the fire departments, and particularly in the volunteer departments, the unsung heroes. I say that most sincerely. I know personally of volunteer departments of men who responded to requests for aid and then stayed in those isolated towns for days and lost their regular wages because their employer did not pay them.

Certainly the fire department will be the first to be called in the event of an emergency. Certainly we have had lots of experience, and we know that more hurricanes, tornadoes and floods can hit this beautiful New England area. They have done it before, and they may do it again. Therefore it seems to me that we should profit by this experience, and we should work for the prevention of mistakes.

I am telling you nothing that is new. And this is done with at least the intent on my part of serving as a refresher, to bring back to you the August and the October floods of 1955, the hurricane of 1952, and others, with the hope that perhaps we can truly accept that responsibility as being the first organization called in time of disaster, and acquit ourselves accordingly.

Tomorrow morning we are going to have the opportunity of listening to a panel discussion on civil defense on Percy Charnock's program. I am in hopes that at that presentation many more items of importance relative to disaster organization will be brought forth. Certainly this is not the time, and I am not the person to speak on civil defense. But in setting about getting our house in order, and working for this improved mutual aid, in bettering our communications, in learning from our mistakes of the past, I would give you a few references.

I have already spoken about the excellent job that Roi Woolley has done in the two articles in *Fire Engineering*. I would also refer you to much material

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that has been prepared by the National Fire Protection Association. I would also refer you to a booklet that has been prepared by the National Board of Fire Underwriters. It is titled "Windstorm Prevention" and it is well worth the time it would take you to read it. Also there is a recent publication called "Flood." It was written by David Dempsey and it was published within the month. It is well worth the time it would take you to read it.

I shall conclude by submitting to you that if we are to profit by the mistakes of the past, recognize them frankly, discuss them in conferences like this, and then go home to prepare our own houses, then our communities, our state and our nation will be better prepared to meet disasters, whether of enemy attack or of nature, with the fire departments in the front lines. Thank you. (Applause.)

PRESIDENT KEEFE: Thank you for an excellent address on a very timely subject. Our next speaker is George Swan, Assistant Chief Engineer of the National Board of Fire Underwriters, New York. And he will speak on the topic of "Personnel." Mr. Swan. (Applause.)

MR. SWAN: Mr. President, Ladies and Gentlemen: When I received the invitation to come to this delightful spot here and speak to you, I needed no soul-searching to make up my mind as to whether or not I should accept. Every time I have had the privilege of attending this conference before, I have left with the desire to return.

Considerable latitude has been allowed me in the choice of my subject, and because of its importance, I selected the matter of personnel. The matter of personnel is one of the major problems facing the municipal fire protection officials today. This is true because the reduction of hours of the work-week increased the number of firemen necessary to maintain adequate manning, while at the same time the wage scale has been increased so that the salaries of personnel constitute a major portion of the cost of municipal fire protection.

Personnel is important also because a reasonable amount of fire protection can be furnished by well-trained personnel using mediocre or inadequate apparatus. But without trained personnel, the best apparatus can be improperly utilized.

The passing of the years has brought increases in the magnitude and variety of hazards, and these hazards of the present day have increased the responsibilities of the firemen. Fortunately, there has also been an improvement in fire methods and the facilities available which has compensated for the increase in hazards. But there has yet been no way found to replace the need for adequate personnel.

Those of you whose hair is as gray and as thin as mine will recall, as I do, the so-called "good old days" when the prime requirements for a fireman seemed to be a strong back and a weak mind. Those were the days when a fireman was on duty twenty-four hours a day and six days a week. Most of his time was spent in fire stations. He usually was allowed up to three hours daily to go home for meals. And, except for his occasional day off, these short visits to eat constituted his contact with his family.

The station where he spent so much of his time looked and smelled like a barn—which, indeed, it was. There was always the pervading odor of horses, and the nights were disturbed by their tramping and snorting, and the scurry and squeak of rats and mice attracted by the grain. There was no amusement room with a television to occupy his mind and help to pass away the time.

In those days, drills were few and sketchy, and study wasn't particularly encouraged. Few stations maintained a library of study material whereby the fireman could improve his mind and better fit himself for the profession. Further, it must be confessed, the general scholastic attainments of the firemen of those

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days were much lower than at present and often did not extend beyond the grammar school.

Also his status wasn't good. The general public, seeing him dozing in his chair or at an interminable game of cards while they were on their way to work, considered him something of a parasite living on their tax money. This feeling, of course, underwent a drastic change when they had urgent need for his services.

And yet, the old-time fireman was generally happy with his lot. There is something about fire fighting—like railroading, I am told—which gets into his blood and which keeps him everlastingly a fireman. Certainly there was as good, if not a better attitude—call it *esprit de corps*, if you will—than is found under the better working conditions existing today.

The old-time companies seemed to be a more closely-knit team, with greater pride in their apparatus and equipment than is sometimes shown today when, I am sorry to say, the principal desire seems to be to put in as little time as possible at the station and to get back to their homes. That pride and affection were indicated to a marked degree toward the horses, perhaps because horses are more responsive to affection than a machine.

To realize the changes which have occurred in the conditions under which firemen of the present day work, let us consider an average fire department of today in an average city—neither the largest nor the smallest. There has been a vast improvement in the station facilities. They now compare very favorably with private dwellings, which they sometimes resemble to some extent. In fact, a stranger must look closely to note that it is not an attractive private dwelling. The rooms are light and airy, and some have air conditioning.

Rooms with comfortable furniture are provided with pool tables, handball courts, radio and television for the amusement of the men. Comfortable dormitories have adequate tiled laboratory facilities, and are provided with kitchens which many a housewife would envy, with all the necessary facilities for the preparation of meals.

Many stations have well stocked libraries, including a wealth of technical and informative material available from such organizations as the National Board of Fire Underwriters and the National Fire Protection Association by which an ambitious fireman can improve his ability and become eligible for promotion.

Partly because of this, and because of a better and compulsory school system now generally available, there has been a notable increase in the scholastic attainments of firemen in recent years, so that a candidate for promotion nowadays faces real and able competition. In one of the large departments, the percentage of college graduates among firemen is unusually high, as the position has advantages that are attractive to college men.

The apparatus and equipment with which a fireman works has also been improved for greater ease of operation and efficiency. Whereas in the old days a fireman turned out of bed on a cold winter's night to ride to a fire, often without the protection of a windshield, and the wind and storm stinging his face and watering his eyes, the present-day apparatus is quite generally supplied with at least the protection of cabs or enclosures.

It is no longer necessary to strain at a crank to raise or lower an aerial ladder. Present-day apparatus makes any operation safer and more comfortable in smoky fires, and the use of power-operated tools, such as saws and drills, has eliminated or reduced much of the back-breaking toil.

In other words, a fireman's job has improved. His work-week has been progressively shortened until the 48-hour week is becoming more common, and efforts are being made in some areas to reduce it to forty hours for a work-week.

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The work-week, therefore, does not compare too unfavorably with that of industry. And when it is remembered that except for the time required at fires and drills, active physical effort is not required and his time can actually be spent sleeping, then the comparison is even more favorable.

The inactivity of the fireman during a large part of the work-week has lent some appearance of justification for the proposals in some quarters for the integration of fire and police departments. In modern and progressive departments, this daytime idleness has been largely eliminated by comprehensive training programs and by the increasing practice of assigning entire companies to building inspection within their response area. The company is kept in service and responds to alarms as a unit, receiving alarms by radio.

Reduction in the hours of the work-week can be effected only under two conditions. Either more men must be provided, or protection must be reduced. In most cases both conditions occur. Often a few more men are added, but not enough to maintain adequate company strength, and protection is reduced. In many municipalities the financial situation is such that funds for the additional salaries cannot be obtained, and the fire service suffers thereby. These are not isolated situations but are quite general today.

Since it is not economically possible oftentimes to maintain adequate manual strength on duty, it is obvious that some other remedy must be found. Maintaining those men that are provided at the peak of efficiency, properly trained and instructed, would help. A large source of manpower is available in the off-duty personnel, and full advantage of this source has not so far been taken.

Nearly all departments nowadays operate on a two or three platoon system. This means that one-half to two-thirds of the entire fire fighters—all trained and disciplined men—would be available as a reserve force. Many municipalities already have arrangements whereby the off-duty members may be called for duty in case of emergency. Fortunately, such emergency calls are infrequent, and little advantage has been taken for the most part of this considerable pool of manpower.

Every city, depending upon its size, topography, and hazards, requires a certain number of companies. The majority of fires are small, and can usually be handled by one or two companies. These small fires, although large in number, account for a relatively small part of the annual fire loss. And were they the only ones to be considered, departments could be very much smaller.

A major portion, however, amounting to seventy to eighty per cent of the annual fire loss, occurs in a few large fires requiring many companies to handle. It is these large fires, and the necessity of protecting against major conflagration, which determines the number of companies required.

Disregarding for the moment the distribution of companies as affecting their response distance, it would appear that a few companies could adequately protect a city for most of the time provided there were additional companies available instantly when the bigger fires occur. But you cannot immediately increase the number of companies when the bigger fire comes. Therefore, since no one knows when the bigger fire will occur, it is necessary to keep these additional companies in service at all times.

It would appear, therefore, that more effective use could be made of the reserve force of off-duty men. If municipalities kept fully equipped reserve apparatus and ladder trucks distributed around the city, with arrangements whereby these reserve units could be manned and placed in service as needed by regularly designated crews from the off-shift, if definite daily assignments of off-shift officers and men to these reserve units were required to respond on call, such companies could in effect be equivalent to call companies.

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In the forthcoming revision of the National Board training code, this will be considered. And each may be credited as a company in service if it makes response to first alarms, and as a half company if it responds to second; greater alarms off-setting within certain limits a deficiency in the number of companies provided.

To be so recognized and credited, however, some definite assignment of officers and men from the off-shift must be made each day to man a particular reserve apparatus. Adequate means must be made to notify them to respond, and men so designated would be required to hold them in readiness to respond, with penalties for failure to do so.

A different group can be designated for each shift each day. If called, men could receive compensation, either in extra time off or in extra pay. In the average city the occasions for calling them would be infrequent, but the added companies thus available would be needed for the large fires.

One possible difficulty in effecting such an arrangement is the increasing practise of firemen engaging in other work on their time off. The National Board of Fire Underwriters has not taken a decisive stand against this practise, although we do not look with favor upon it. We feel that a fireman should be able to devote his entire energy to his work, which may not be the case if he is on other work. Furthermore, such a practise does not engender good relationships with union membership and others whom the fireman may deprive of jobs.

The fact that much of the time that he is on duty he is not engaged in physical labor, and so is sufficiently fresh and untired that he can handle a second job, has been one of the major arguments in some quarters for an integrated fire and police department. The National Board of Fire Underwriters does not believe that a combined fire and police department is the answer to the problem of providing adequate manning for either fire or police protection. We take the position, however, that we will not discredit such an arrangement until its operation in a municipality has indicated deficiency affecting proper protection.

You may have noted that so far we have studiously refrained from discussing the matter of salaries, although salaries are a major portion of fire department expense and have a definite bearing upon the number of men that can be provided. This is not because we have no interest in the salaries paid, because if the wage scale is too low, departmental morale and efficiency suffer, and we certainly are interested in anything which affects morale and efficiency.

However, we consider that the wage scale is strictly a matter between the municipality and the firemen, and we do not comment unless it is obvious that efficiency has suffered thereby.

By and large, it would seem that a fireman's job is a good job, with some exceptions, of course. Salaries generally compare favorably with those of other lines of work, as do such fringe benefits as hospitalization, pensions, and so forth. Working conditions have materially improved with pleasant and comfortable housing and better working equipment. There is, of course, and always has been a certain occupational hazard. But the job is generally sufficiently attractive to draw a good grade of men, as has been evidenced by the increasing number of college graduates in the fire departments.

With increased salaries and more time off, the fireman situation is probably subject to more critical survey and critical review by the taxpayer today than ever before. This makes it absolutely essential from a public relations standpoint that every effort be made to dispel the rather general public conception of the fireman's job as a sinecure.

A very effective way of doing this is through a daily fire prevention extension program as presently in operation in several cities. Where such a program is in

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effect, it has shown in addition to its great value in reducing the number of fires that there was attendant public relations benefit.

A fireman's lot today is worlds apart from what it was in the good old days. Thank you. (Applause.)

PRESIDENT KEEFE: Thank you, Mr. Swan.

MR. CHARNOCK: May I have the floor for a few moments? My friends, I want to talk to you in a little different vein than I usually do. I want to say just a few words in regard to a friend of yours and a friend of mine, a man whom I have been rather closely associated with during the past thirty-seven years, when he first joined the National Board of Fire Underwriters. I refer to George L. Swan, who is now Assistant Chief Engineer of the National Board of Fire Underwriters.

He has spoken numerous times at our meetings and our conferences, and I know that he has contributed a great deal to all of those programs. His name is known across the land as an expert in fire protection. His advice has been sought many times throughout the country on vexing problems of fire department, fire alarm, and other fire protection features.

He has been the chairman of the signaling committee of the N.F.P.A. for so many years that I have almost forgotten how many. He has been a member of the fire apparatus committee and various other committees.

Now, George is going to retire in September. He is a New Englander and I think he will always be a New Englander. However, when he married, he married a girl from the South, and when he retires in September he plans to go down to the South and be a dirt farmer. I don't know what he is going to raise. I am sure it is not children. Perhaps he is going to raise nuts and peaches and sweet potatoes and apricots and everything else that we find on southern farms.

George, I want to say to you, and I know that this association will join with me in hoping that you will have many, many years of pleasure in your retirement. And I feel that we will honor our association in electing George as an honorary member of this association, and I so move. (Prolonged applause.)

MR. CHARNOCK: I move, Mr. President, that George Swan be elected to honorary membership in this association.

CHIEF THOMAS: May I second that nomination.

THEODORE GUNN, Engineer, N. H. Fire Underwriters: I'll have to make it third. You got ahead of me. That wasn't very nice of you. (Laughter.)

MR. CHARNOCK: He has a place on Lake Winnepesaukee, and now he is going to Georgia.

PRESIDENT KEEFE: Let us make this legal.

(The above motion was voted unanimously.)

(Prolonged applause.) (Standing ovation.)

MR. SWAN: Gentlemen, I don't know what I can say. I am too full for words. All I can say is "Thank you" from the bottom of my heart. (Prolonged applause.)

PRESIDENT KEEFE: Thank you, George. And we wish you many years of very pleasant retirement.

Our next speaker is Lieutenant Kennedy of the Philadelphia Fire Department. He is representing George E. Hink, the Deputy Fire Commissioner and Chief of the Department. Lieutenant Kennedy. (Applause.)

LIEUTENANT KENNEDY: Mr. President, Members of this wonderful association and representatives of this wonderful area.

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I was a little concerned on Thursday when, due to such a tight schedule as he has, I was told that I was to represent Chief Hink on this program of this convention. And when I say "tight schedule" I mean exactly that. Last week we had fifty promotions in the Philadelphia Fire Department — twenty-five firemen to lieutenants; fifteen lieutenants to captains; and five captains to battalion chiefs. In that week he interviewed seventy-two new candidates for the Fire Department, who, by the way, will start our fire training school on the second of July. We had sixty-one members graduate from our fire training school.

With all those assignments, plus the daily work that he has, it was impossible for him to get here. And I am to convey to you gentlemen his deepest regrets on not being able to get here. And when I get back and tell him what it is like up here. I don't think he will have to be invited next year. I think he will just come up.

We have an accident prevention program in the Philadelphia Fire Department that everybody else thinks is wonderful except me. It is a one-man unit, with me as lieutenant handling all the accidents that occur involving fire apparatus throughout the city. It also necessitates my going to each and every company three times a year to give them a little safety talk.

I want to apologize right here and now for not being able to show you the photographs that I brought up, because I neglected to bring up my projector. I tried to get one from the photographer here, but something went wrong and I was unable to get one.

Now, may I ask you gentlemen if you can see this in the rear of the room? (Holding up photograph.)

VOICES: Not very well.

LIEUTENANT KENNEDY: Very well. We will just cut them out. I will work from the cuff from now on. In 1954, the Philadelphia Fire Department responded to 28,736 alarms. While we were responding or returning, we were involved in 156 accidents, resulting in injuries to 22, both civilians and firemen.

In 1955, we had approximately 286 vehicles operating in the Philadelphia Fire Department. Now, I don't mean that they are all first-line vehicles. There are special service vehicles. There are vehicles that are operated by officers such as me on official business, or the fire marshal. There are five of those, plus the chief fire marshal, who operate a vehicle. But all vehicles in the Philadelphia Fire Department consist of 286.

We had a response to alarms of 24,800, which was a reduction in our responses over 1954. But added on to our accident hazard was what we call our fire check. That necessitates a company going out in their local district to make a complete check of all multiple-occupied dwellings or manufacturing plants and mercantile stores.

There was approximately 75,000 of these checks made in 1955, where there was 52,000 made in 1954. Now, of all this, of our apparatus being on the street—or should I say our vehicles being on the street, subject to being struck—and you all know that you don't have to be moving in order to be struck—we had 148 accidents.

Our injuries were up. They were up due to the fact that we had one accident alone where 15 people were injured. None of them were firemen. They were three teen-agers in an automobile that side-swiped one of our pieces and then went on to a sidewalk where people were waiting for public transportation.

One of our accidents resulted in the death of a civilian. All of the men on our apparatus—which was six—were injured. Two of them were amputees—one of them in the accident, and the other one after he was removed to the hospital.

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They amputated their legs at the hospital. Gentlemen, I don't know whether you have ever seen anything like that. But it makes you stop and think.

Chief Hink has been connected with the accident prevention for fifteen years in the Philadelphia Fire Department. He was chairman of the accident committee for nine years. And everything that I know, and everything that I am telling you here today, he taught me. I am up here to give you fellows a little insight into what goes on in Philadelphia, and I don't deserve to be here. He should be here.

You may say, "How do we prevent the accidents?" We have a very rigid program. In our book of rules and regulation, it consists of fifty-three pages. Of it, eleven of them are devoted to accident prevention. (Holding up book.)

When an accident occurs, I am immediately notified and I respond to the scene of the accident, photograph the skid marks, photograph the damage, which is all used in evidence, which I will go into a little later, and I make a thorough investigation of the accident.

Now, in making the investigation, I have something I would like to get across to you chiefs. When any of your vehicles are involved in an accident, don't let your operator, or your officer, or anybody who has been riding in your vehicle give any information to anybody except you or an authorized officer working in your capacity. They may say things under a state of shock, and if you go into court and that evidence is brought out, you can't win the case. Because it wasn't the truth.

We have a very, very strong paragraph in our book of rules and regulations that no member of the fire department is allowed to give information to any one except a duly authorized officer of the accident prevention division. It has proven itself to the extent that this order was issued by our city solicitor's office. Take all your utilities. Take your big concerns today. They are not allowed to give anybody any information.

We have what we call a police accident investigation office in Philadelphia, and they insist that they want a statement. Well, we don't give them any, for the simple reason that it is no more than a community gesture on the part of the police department and on the part of the city fathers at the time that this was put in, to help those that were involved in an accident.

Now, you can just imagine one of our men giving a police officer all the information as he *thinks* it happened under the state of shock. And that is made as a permanent record which can be purchased by any member of an insurance company or any attorney who is interested in the case. He can tear the case apart. He can put your man up on the stand. You have no record of what he said, or when he said it, or where he said it, or anything else. He makes our men look like illiterates.

You take yourself, if you were involved in an accident. You are suffering under a state of shock. You might say anything. Eighteen months from now you are subpoenaed to go into court. How can you remember what you said at the time of the accident? That is why we don't allow our men to give any information to anybody.

I take a formal statement from them, make it up in triplicate. One is forwarded to the law department. The other is kept in the accident file in my office at headquarters. And the third copy is left with the accident report at the company. Nobody knows what the man says. Nobody has a right to know what the man says except the people who are in full responsibility for the piece of equipment that was involved in the accident.

If you have a slight accident, before you proceed, make sure that your vehicle is serviceable. It can result in some very, very embarrassing moments on the part

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of your fire department. This means that you should inspect your apparatus periodically, I don't mean every month, I don't mean every two weeks. Of course, with volunteers, I realize that you do have a little difficulty in getting your men in. But any man who is proud to drive a piece of fire apparatus should be proud enough to get a creeper and go underneath and see whether his tie-rods are in perfect order, and his wheels are in perfect order, and all those things.

At one time we were having a little difficulty with two pieces of apparatus. This was in 1949. We made a complete survey and found that they were traveling too close. They were traveling anywhere from twenty-five feet to ten feet. That is all the distance they were leaving between the first and the second piece. We immediately issued an order that no two pieces shall be closer together than one hundred and fifty feet, with the result that we didn't stop them altogether, but we did cut them down ninety-eight per cent. Last year we had one, and it was just a slight scrape.

You fellows will go out and you will spend thirty-five, forty, or forty-five thousand dollars for an aerial ladder. You run into a fire. The man goes in to report. And while he is in reporting, somebody else will come up with another piece and put it right in back of your aerial ladder. Your thirty-five thousand dollars is down the drain. You have all those ladders and you can't get them off. It has occurred in Philadelphia, and that is why I bring it to you.

We have a response program at the station that every tour of duty a man is assigned—he is what we call the traffic man. The minute there is a hike-out for the company, the traffic man immediately, in the daytime, take a red flag, and at night time he takes a red bantam flashlight. Since we have enacted this, we haven't had one accident coming out of a station.

Some of the companies of you men here are on the main roads that are heavily traveled. I don't know whether you have ever been hit coming out. But there may be a time when you will be. We think it's a good idea.

And it's the same in backing into the station upon returning from an alarm. We have a man on each side holding up traffic, and a man assisting the operator in backing with the officer in front in full charge.

Backing up on the fire ground in Philadelphia is a mortal sin. We are not allowed to back up. But sometimes you can't get away from it. So therefore the officer in charge of the company is using his piece to back assumes all responsibility. He is the gentleman who guides the apparatus back.

Now, in regard to responding to alarms in the state of Pennsylvania — in all states I think the motor vehicle code is practically the same regarding emergency vehicles. The motor vehicle book in Pennsylvania states that the emergency vehicle has the right of way when it is using an audible signal or a warning device of some sort, and is being operated in a proper manner provided that they give due safety to all others using the highway.

Now, let's tear that apart. Let's see what it means. In one paragraph they give you the right of way to go through red lights, stop signs, or whatever you may call. And then in the next two or three paragraphs they take everything away from you that they have already given you. And they mean just that — that if you are going through a red light and you strike another vehicle, your vehicle is not under control. I said "when you strike." I didn't say "when you were struck."

We insist that all our pieces pull up at every intersection regardless of whether they have a green light or a red light. And if they have a red light, they have to be doubly cautious when entering the intersection.

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the engines arrives at the scene, he immediately notifies the dispatcher as to conditions. If the conditions that they do not need anything except the one company, or maybe another ladder company, we have an oscillating signal that goes out over the radio. And the dispatcher will come on and he will say, "Attention, all companies responding to"—whatever the box number may be or wherever the location may be—"prepare for recall." Our men are instructed immediately to turn off all warning devices, and to prepare to return to their same stations in the same state—without any warning devices.

It has been handed down to the fire department from the city solicitor's office that that's the way we are to operate upon returning from an alarm of fire. They specifically state that we are an emergency vehicle but we are not on an emergency, and due to the fact that we are radio-controlled, we do not need to go through any red lights or disobey any traffic laws whatsoever. We don't have any more right to go through a red light, returning to a station, than a Model T Ford riding alongside of us.

We ran into difficulties at first. Some of our officers were coming back with red lights on but they weren't using their sirens or they weren't using their bells. The American Automobile Association, the Keystone Automobile Association, the Motor Truckers Association, and the National Safety Council called a meeting on it — that some of their clients were becoming confused, and in some instances were involved in an accident trying to get out of the way of a fire apparatus that came up and stopped at a red light.

We made investigations and found that they were using their warning lights coming back. It states in the book here that we are not to do so. If I go out to make an investigation and find — even though if we go to court we will win the case in court— even though I know that — if I can find any infraction of rules and regulations, disciplinary action is taken toward the man.

Now, don't misunderstand me, Gentlemen. I know that with some of your men it would be practically impossible to do it — your volunteer men. I know that. It would be practically impossible. But you could give him a little going over, and maybe penalize him a little bit. Take him off the apparatus for a few days.

They are immediately brought before an accident committee which consists of the assistant chief, deputy chief, battalion chief, the captain and myself. The whole case is gone over, and we decide whether or not charges should be preferred against the man. Should any charges be brought against the man, he is then brought before what we call the board of investigation. The case is gone over again, and then we come to a conclusion whether or not the man is guilty. If guilty, the decision is taken into the Commissioner, and he then decides as to what action he is going to take, such as three days, four days, or five days pay.

That is what we are doing to prevent accidents in Philadelphia. It's not too rugged a job to do it. It's only simple—what I have shown you. You have heard it time and time again. I am only sorry that I don't have the projector so I could show you these photographs, because Chief Hink believes in visual education.

I truthfully think, and so does he, that our accident rate is dropping because of this visual education that we have in the fire department. You have to keep it in front of the men at all times.

We have in our stations exercise programs. Every twelfth day the station exercises. Every station in the department is on accident and accident prevention. Two days before the exercises are to be given, all the officers get together at the battalion chief's headquarters. Then I go to the battalion chief's headquarters and give them what they are to have. They never know until two days before the exercises what they are going to talk about.

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There is not much more that I can say except to thank each and every one of you for inviting me up here, and I am only too sorry that I couldn't fill Chief Hink's shoes. Thank you very much. (Applause.)

PRESIDENT KEEFE: Thank you very much, lieutenant. Do any of you want to ask him any questions about this program? We can have a few minutes for that.

CHIEF ANDREWS (New Bedford): In relation to the speed of apparatus going to fires, is that one of the major causes of accidents, and if so, do you prescribe certain speeds for going to fires?

LIEUTENANT KENNEDY: We don't prescribe any speed, such as miles per hour. You can go as fast as you can, providing that you have your apparatus under control. I am not just talking. That's the truth. That's exactly the way we tell it to them. You can do fifty, if you have your apparatus under control, going into an intersection.

MR. WOOLLEY: May I ask this for the members, that it would be a good idea to have those photographs on the table where the members would have an opportunity to look at them, or if you would place them where these men can see them. And if you would like to ask some questions, it might be to their interests to do that.

LIEUTENANT KENNEDY: All right, thank you. Now, these photographs are pictures of accidents that we have had in my experience in the department, and what the program is, and safety hints as to what we do to prevent them.

A CHIEF: In the state of Pennsylvania have there been any cases on record where the chief or any officer has been made a party to a suit or an action for damages as the result of an accident involving a piece of apparatus even though he was not present?

LIEUTENANT KENNEDY: You mean a suit in regard to his personal property?

A CHIEF: Either that, or involving personal liability.

LIEUTENANT KENNEDY: There is no personal liability at all while you are operating, due to the fact that the city of Philadelphia has what they call a sinking fund. It is the same as a utility fund. All your damage claims come out of that, providing that they win the case.

A CHIEF: Well, I meant do you know of any case down around Philadelphia or in Pennsylvania where the chief, although he was not present—he is the officer in charge—has been made a party to a suit because of apparatus involved in an accident?

LIEUTENANT KENNEDY: Nothing except to represent the operator. There could be an acting man in charge. Now the officer in charge would be responsible for the man. But there is no liability there for the officer in charge, none whatsoever. No, I have never heard of that.

A CHIEF: We have one case in Massachusetts right now.

LIEUTENANT KENNEDY: When they are involved in an accident that anybody else has caused, the city is reimbursed for each and every hour that the man has lost, plus all the medication. The city is reimbursed for that man for all the time that he has lost. The city is reimbursed from the other side.

A CHIEF: Oh, you mean if they win the case.

LIEUTENANT KENNEDY: Well, we had fifty-two claims in 1954, and we lost two out of fifty-two.

CHIEF COCORAN (Newton, Mass.): Before the reorganization—we call it the reorganization—of the Philadelphia Fire Department, what was the type of ladder truck you were using then?

LIEUTENANT KENNEDY: We were using the conventional type. Eighty-five-foot. And we did have two 100-foot aeriels.

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CHIEF CORCORAN: I saw your gyros that went down. I guess you like them all right.

LIEUTENANT KENNEDY: Very nice. What I said this morning about that new type of piece—well, you should see that thing get around in those little streets. There is what we call a curb-jumping pole placed right at the curb. They are 8'2"—that's the over-all on the width. They are 32'2" over-all in length. That's from where your overhang is on your ladder to your back bumper. Very, very easy to operate. Anything more? (No response.) Well, Gentlemen, thank you very much. (Applause.)

PRESIDENT KEEFE: Thank you. I have some announcements.
(Announcements.)

We stand adjourned until tomorrow morning.

WEDNESDAY MORNING SESSION — JUNE 27, 1956

The Wednesday Morning Session convened at 9:30 o'clock, on June 27, 1956, with President Keefe presiding.

PRESIDENT KEEFE: The meeting will please come to order. Before we turn the meeting over to Percy Charnock there are a couple of announcements that I want to make, in regard to the exhibits. Try to visit the exhibits sometime today, and get your coupons in. The prizes will be drawn off this afternoon. Also, Chief Marshall of Providence would like to have a meeting of the Courtesies Committee sometime after the meeting this morning.

Our Round Table Discussion this morning is going to be conducted by our friend, Percy C. Charnock, New England Manager, Fire Insurance Rating Association, and right now, we are going to turn this meeting over to Percy and get started.

EMERGENCY WATER SUPPLY, FIRE FIGHTING AND CIVIL DEFENSE Panel Discussion

MODERATOR PERCY C. CHARNOCK: Thank you, John. I can assure you all that this is totally unrehearsed and practically unprepared; at least I know that I am unprepared.

The topic which is going to be discussed this morning, that of "Emergency Water Supply, Fire Fighting and Civil Defense," is a serious one, and I feel quite certain that the speakers on this Round Table Panel will have a great deal of information for you, and I trust you will find many questions that you will wish to put to the speakers. Therefore, following each individual's talk, I shall call for any questions there may be, and I hope you will get the answers that you are looking for.

Our first speaker, who will introduce the subject, is one of the younger members of the Staff of the National Fire Protection Association, Paul R. Lyons, Associate Editor of FIREMEN.

Without any further statement, Paul, will you please step up here to the microphone and make your introductory remarks.

Paul R. Lyons, Ladies and Gentlemen! (Applause.)

EMERGENCY WATER SUPPLY, FIRE FIGHTING, AND CIVIL DEFENSE by Paul R. Lyons

It is a privilege to appear on this program of the New England Association of Fire Chiefs, to take part in this panel discussion of "Emergency Water Supply, Fire Fighting, and Civil Defense."

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JAMES B. ELLSWORTH, Kensington, Conn.

Each of these topics is a continuous problem to every fire chief. The locations and amount of water supply, and the best methods of fire attack and fire control, are among the most important considerations in the complex functions of a fire chief's everyday routine. Civil defense has been with us as a major problem for some sixteen years. It may continue to be with us for our remaining lifetimes.

Perhaps the major distinction between civil defense or any other large-scale emergency and normal fire department operations is one of magnitude. The problems of life safety, fire attack and control, water supply and placement of apparatus, may be bigger and more complex. But the final, successful operation of one fire department or a thousand fire departments, depends upon successful applications of well-known fundamentals of organization discipline, communications, and proper use of apparatus and equipment.

The problem of supplying water during wartime emergencies has been duplicated many times in peacetime operations. Water systems in many municipalities of this nation have often been interrupted by floods, earthquakes, landslides, and other catastrophes. Pumping stations for a municipality can be destroyed by fire or otherwise put out of operation. Yet when such emergencies have arisen in the past, the fire service has handled the problem confidently and competently. We have good reason to believe that the fire service will be equally or more competent during wartime disasters.

New England fire departments did outstanding work in the natural disasters during the last three years. They have experienced a tornado, at least three hurricanes, appalling flood situations, and a severe winter snow storms. Each of these disasters has caused fire departments to rely more upon mutual aid operations with radio equipped apparatus and with various units of the civil defense agencies and other municipal service groups. If we can disregard the death and destruction which resulted from those disasters, we can at least appreciate that the fire service gained considerably in knowledge and in operational know-how because each emergency demanded exchange of information and mutual aid of surrounding communities. There is a very healthy trend towards unity of action by fire departments throughout the New England States. Each natural disaster seems to improve the efficiency of over-all operations. Perhaps such disasters are the best basic training which fire departments can have in preparation for wartime conditions.

Let's focus attention for a moment upon the important factor of water supply during emergency operations. There are perhaps four divisions under which such water supply may be considered:

1. Alternatives in design of public water systems for fire protection.
2. Action which may be taken with our present water utilities to offset damage to all or part of the systems by bombing or natural catastrophe.
3. Provision of portable water supplies by fire departments.
4. Development of auxiliary water supplies, principally from natural bodies of water, or by means of storage facilities.

Design Alternatives

Traditionally, water has been supplied for fire protection in a number of ways. San Francisco, for example, still has underground cisterns. Small cisterns and water holes are still used in many rural and farm areas. A long time ago it became apparent to many communities that the most convenient and economical arrangement was a single unit system which would provide the amounts of water required both for fire protection and other uses within the community.

Before the days of the automobile pumping engine, a number of large cities also installed so-called high pressure systems. These are separate systems of street

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mains to provide water of superior capacity and reliability in the high value areas. No new systems of this sort have been installed for many years. Special pumps for the high pressure system in New York City have actually been discontinued, because adequate pressures are now obtainable from fire department pumpers.

Many cities might ask their engineering advisors to take another look at the fundamental approach to the design of municipal water supplies for fire protection, simply because of present day conditions.

For a number of years, Horatio Bond, Chief Engineer of the NFPA, has done considerable research into this fundamental problem of water supply. Many of you have read his article on "Auxiliary Water Supplies" in the May issue of FIREMEN Magazine, and the one on "Wartime Fire Fighting," published last year in the April issue of the NFPA Quarterly.

Early in World War II, Ray Bond suggested a solution to the problem of damaged fire protection facilities during an emergency. He proposed a separate system of street mains carrying water for fire protection purposes only. The principle applied would be the same as the separate fire main systems which many cities now have, but the arrangement of piping would be different. Instead of a single system covering an entire city, there would be a number of relatively small systems, each normally independent of the adjoining one. Such systems would cover large single blocks or three or four small blocks. The pipe layout would be much the same as for systems of separate fire mains in the present practice of protecting large industrial plants. Each system would have a gravity tank and a ground storage tank. The ground storage tank could provide the total amount of water needed, and would be located at some convenient location in the block or group of blocks. There could be extensive damage in a city with this type of water system, but in any sections where buildings were still standing, the water system for fire protection would probably be intact.

Breaks in Existing Mains

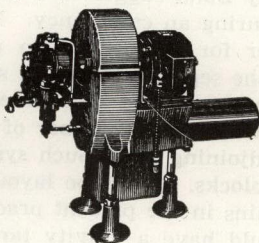
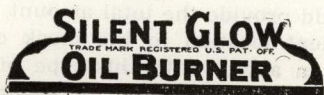
Operational procedures in water utilities usually encompass some planning for handling interruption of service. During a wartime attack on a city, wall failures could be expected to break thousands of water connections and cause loss of water in the street system. The extent to which loss of water can be avoided, depends upon how promptly valves between the various sections of the systems can be operated to stop waste. However, operation of these valves may require a number of experienced water department employees and equipment which may not be available. Fire fighting plans, therefore, must be based on the assumption that interruptions of water supply may be of several hours duration in the case of a single break in the distribution main, and several days duration in the breaking of main feeders. Thus, in emergency planning, the water utilities should have written agreements with adjoining communities to define the terms under which water supply can be made available. Each utility should also study measures to increase the reliability of water supply, such as with storage tanks and reservoirs.

Auxiliary Water Supplies

Perhaps some of the other speakers on this panel will emphasize the possibilities of developing water supplies with street tanks and temporary bodies of water. In 1952 the Massachusetts Civil Defense Agency had an engineering study made to suggest a method of developing wartime water supplies for fire fighting in a part of the Boston Metropolitan District. The Boston engineering firm of Coffin and Richardson made this study, and perhaps Mr. Adams will touch upon it in his talk. Some of the features of the study were reported in an article by George W. Coffin in the April, 1954 Quarterly of the NFPA. This article is available in reprint

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form at the NFPA Executive Office. The engineering proposals were practical and sound and outline some of the details involved in developing auxiliary water supplies.

Summary

The purpose of this panel, therefore, is to focus our attention upon some details to consider in preparing for large-scale emergency operations. The problems created by natural disasters and wartime emergencies may be complex. However, if we consider the initiative and resourcefulness which fire departments brought to bear upon past disasters in New England, we can be quite confident that they will operate successfully in future emergencies. The factor which will determine the success of future operations is the extent of initiative applied by each fire chief who considers possible disasters and acts decisively to prepare for them.

MODERATOR CHARNOCK: Thank you, Paul, for those fine introductory remarks. You have paved the way for the balance of this program.

The next individual who is going to address you is the famous Jack Adams from Marblehead. He is not the one you fellows know, and he is not the Jack Adams from Milford; it is really rather strange that we have three of them here today!

I don't see either Jack Adams, the Chief from Marblehead, or John, from Milford, here.

So I will now present to you John C. Adams, Jr., Hydraulic Engineer, with the firm of Coffin & Richardson, Inc., Consulting Engineers, of Boston, and Mr. Adams, I am certain, will give you some very helpful information on the development of emergency water supplies, which we all know to be of the greatest importance to the fire fighting fraternity.

It is a pleasure for me to present to you at this time John C. Adams, Jr. (Applause.)

ELEMENTS OF AN EMERGENCY WATER SYSTEM FOR FIRE SERVICE

by John C. Adams, Jr.

It is predicted that in the event of a bombing attack, the municipal water system will either be entirely inoperative, or so damaged as to be useless for fire fighting purposes. The pressure waves resulting from an atomic explosion will cause vertical displacement of building walls, resulting in a failure of water service pipes which pass through them. It would not take too many such failures to substantially reduce the pressure in the system so that it would be impossible to properly supply fire hydrants. Even with skilled employees, fully familiar with the distribution system, it will take many hours to isolate breaks and make even a portion of the system operative. Some method of providing a supply of water to fire fighters which is independent of the usual municipal system must be developed. It is my purpose to point out some of the elements of such an emergency system.

It should be stated at the outset that the solution for one city or town is not directly applicable to another. What will work for Boston will not necessarily work for Springfield. This matter of an emergency water supply system for fire services has already been carefully considered for five specific cities in Massachusetts. The recommendations for each of these cities, while not the same, are based on certain fundamental elements. Preliminary studies resulted in the following conclusions:

1. Fire fighting will not be possible except at considerable distance from ground zero. Many small fires of the secondary type will occur over wide areas.

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Secondary fires are those which are indirectly ignited by the bombing, such as those caused by overturning space heaters, cracked gas pipes, disrupted electrical service, or similar causes. Heat radiation will also cause fires at some distance from ground zero. It may also be possible to fight or at least contain some of these.

2. Single fires of conflagration or fire storm magnitude, may occur which can only be fought from their outer edges or perimeters.

3. Areas where fires cannot be controlled with the water available, will have to be abandoned and efforts made to prevent the spread of the fire to adjacent areas.

4. It will be impracticable to supply the large fire flow demands normally used in peacetime, for all of the fires that may occur.

5. Many parts of the existing municipal water systems will be inoperative and water must be obtained elsewhere, from harbors, rivers, lakes, and ponds.

6. Many cisterns or tanks must be provided throughout the municipality from which to draw water for direct fire fighting.

7. Tanks must be kept full at all times and provisions made for replenishing them during the fire by means of a system of relays through other reservoirs.

8. For relaying the water from the primary sources, fireboats, land-based mobile pumpers and large quantities of light weight pipe and hose must be provided and kept at convenient locations where it can be readily moved into or near the area on fire.

9. Any system of emergency water supply must be independent of existing local systems, entirely mobile, and a definite plan prepared in advance for its use when needed. Specially trained crews will be required to set up and operate the auxiliary water systems following an attack.

Demand Rate

Naturally, the design of any water system for domestic or fire service, whether permanent or auxiliary, is dependent upon the quantity of water which the system must convey. Early study of the fire demand rates which would be required following an atomic attack, led to a quick but firm conclusion that fire demands as we know them for isolated peacetime fires, were out of the question. Water for fire fighting purposes will be an extremely scarce commodity and what water is available must be put to the most efficient use. As there will be so many fires following an attack, the firefighters must either fight only those isolated fires which can be extinguished with a small quantity of water, or they must use the available water to prevent the spreading of large area fires.

For one city which was studied, the maximum design demand rate was selected as 1.25 gallons per minute per 1000 square feet of building floor area. While this seems like a pitifully small quantity, it should be realized that this design demand rate was applied to the entire city, block by block. Presumably, there would only be enough manpower to fight a small percentage of the total number of blocks in the city. Therefore water provided at the design rates for blocks at which fire fighting is not being undertaken, will be available for application to those blocks at which the fire fighters are active.

Storage Tanks

Once the design demand rate has been established, a means of supplying the rate must be developed. On the concept that it will take time for the auxiliary water supply system to be set up and supply lines, pumps, and other necessary apparatus to be activated, it is necessary that local storage be made available for initial fire fighting purposes. Local storage should consist of ground or low head reservoirs located adjacent to the blocks they serve, and within 500 to 750 feet

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where possible. They should also be located within 750 to 1000 feet of one another so that water can be relayed from those not in use to those which are being used.

The capacity of these storage tanks is simply the demand rate that they serve multiplied by the interval between the time in which fire fighting is begun and the time when the auxiliary supply system can be brought into service to replenish the tanks. This time interval may vary from city to city, or even to areas within cities, dependent upon the overall relay length from a source and numerous other factors. It is admittedly a judgment factor. At Olney, Maryland, the Federal Civil Defense Agency has conducted numerous practice exercises using quick-coupling pipe, pumpers, and other equipment. Presumably, information is available regarding the amount of time required to lay and place relay piping in service. In most of the areas studied in the Massachusetts cities to which I referred, the storage time was chosen as one hour. It is important to note that this is one hour following commencement of fire fighting operations and not one hour following an attack. Further, it should be noted that since storage would be provided for a one hour period for the entire demand, and due to the aforementioned manpower limitation and the fact that all blocks would not be fought simultaneously, additional nearby reservoirs not being used can be made available to extend the one hour period for those reservoirs being used.

Having established a demand rate and selected and sized local reservoir capacities, the next and most difficult problem is to plan methods of replenishing the storage reservoirs after the initial reserve has been used. The word "plan" is important because a scheme must be evolved which is simple, fast, and sufficiently flexible so that variations may readily be made due to circumstances such as accumulated rubble or other difficulties which would not be known until after the actual attack.

Sources of Water

Sources of water would be rivers, harbors, lakes, and possibly large storm conduits in some instances. Possible intake locations should be carefully studied in advance, and any necessary preliminary construction for easy access made. Where land based pumpers are to be used at a natural body of water and particularly at tide water, a dock or ramp may be necessary to locate pumps within the range of their allowable suction lifts. In some locations on tide water, special self-propelled fireboats might be used. Some preliminary work has been done on the idea of converting the Navy's 36-foot L.C.V.P. boats for such service.

Where the bank of a pond has a very flat slope, a special sump with an intake channel has been designed. Some consideration has been given to the use of turbine pumps suspended from bridges.

In the final analysis, the selection of the type and location of intake is dependent upon the particular local conditions and upon the relay system through which the pumps will replenish water to the storage tanks.

Relaying of Water

In the problem of relaying of water, there is perhaps the most disagreement amongst those who have studied these problems. Some contend that pipes should be laid on the ground ahead of time, and only the necessary repair work done after the attack. Others claim that the conditions after the attack will dictate the route and type of distribution piping that will be necessary, and thus all piping should be laid after the attack.

In either event, a type of light weight, quick-coupling pipe has been developed which can be laid by a trained crew. This pipe is made of light weight steel or aluminum. During World War II, the British used a great deal of quick-coupling

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pipe very effectively in fire-fighting operations following incendiary attacks. The Federal Civil Defense Agency has purchased a supply of this pipe including fittings and valves, and has allocated supplies to the various cities designated as prime targets.

In some cases, relays will involve such large distances that booster series pumping will be necessary. The need for booster pumping is purely a hydraulic problem dependent upon the quantity of water being pumped and the length and size of pipe.

Summary

In a very few moments, I have tried to mention a few of the basic elements that should comprise an emergency water supply system for fire service. My purpose has been solely to arouse your interest in this subject, which I frankly believe has not been given sufficient attention. Our present water supply systems are highly vulnerable to peacetime failure, let alone a bombing attack. I believe that it is the minimum duty of every water works superintendent and fire chief, to find out what equipment such as pipe, fittings, valves, and pumpers is available to them from Federal or State Defense agencies, and to make a study of his city or town so that if such an emergency arises, they will at least have a prepared plan on how to place such a system into service.

I also believe that superintendents and fire chiefs should see this equipment, learn how to operate it, and then instruct their various crews in its operation.

You owe it to the communities you serve, to learn all you can about this problem. There are various publications on this very important matter available from the Federal Civil Defense Agency, the National Fire Protection Association, and other agencies. Here in Massachusetts, the State Civil Defense Agency has had the reports on the five Massachusetts cities studied, printed for the use of such persons as yourselves.

How many of you here today know how you would go about providing an emergency water supply system for fire service if faced with a complete failure of your present system?

MODERATOR CHARNOCK: John, that was a most interesting discussion of this important and I believe troublesome program.

Now, does any one wish to pose any questions to Mr. Adams on this matter of providing emergency water supplies?

There is one point that has always bothered me, in discussing this with a group of fire chiefs, as to whose responsibility it is to prepare and develop these water supplies.

I am wondering if the Chiefs, through their own organization, will be the ones to develop these water supplies. Has that thought occurred to you as to whether you, personally, must find these supplies, where your apparatus or pumping engines will be able to put some water supply in, in case your water systems are disrupted.

John, do you want to develop that thought at all, as to whose responsibility it will be, or shall we leave that for somebody else?

MR. JOHN C. ADAMS: I am not concerned about who does it, as long as somebody does it. There are auxiliary police departments for emergencies, and auxiliary fire fighters for emergencies, and I see no reason why there should not be an auxiliary Water Department to get an auxiliary supply to the fire fighters for the purpose of putting out fires.

MODERATOR CHARNOCK: Does anybody else have a question they would like to submit here at the present time? What would you do in your own local community, if you were struck with disaster? Have you given it any thought?

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PANEL GROUP — ROUND TABLE DISCUSSION

Participants seated left to right: Moderator, Percy C. Charnock, Mgr. N. E. Fire Insurance Rating Assn., Boston, Mass.; Paul R. Lyons, Associate Editor, Fireman, Nat'l Fire Protection Assn., Boston, Mass.; John C. Adams, Jr., Hydraulic Engr., Coffin & Richardson, Inc., Boston, Mass.; Brig. General John J. Maginnis, Director Massachusetts Civil Defense Agency, Natick, Mass.; Frank Soracco, Regional Public Safety Officer, Newton, Mass.

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CHIEF JOHN CORCORAN (Newton, Mass.): Mr. Moderator, I want to bring a few thoughts here as to what I have done to find, to foster and to promote this program of emergency water supply in the City of Newton.

As you probably know, our city is 18 square miles. We have our Charles River, Crystal Lake and Silver Lake, which is much smaller. We have the Hammond Pond and the Reservoir, near Boston College.

I drew up a plan and asked the cooperation of our Director of Public Works, hoping that he would have landing points or places set in, where we could put pumps, at any of the lakes or reservoirs or along the M.D.C. That was left in their hands, and I think the conflict comes between the local municipalities and the State. If this is going to be a joint effort to have these responsibilities picked out, there has got to be money spent to set the pumps in there.

The question is: Who is going to pay the bill?

I turned in my report, and recommendations, to them and it is all on paper, but that is really as far as it can go.

MODERATOR CHARNOCK: I think from the financial phase of this subject, at least one, if not two of the following speakers may be able to give us some concrete information on it. I have felt for many years that there are numerous places in almost any municipality where it would be possible to obtain such a supply from our natural static bodies of water supply, not only for emergency purposes, but, possibly for normal fire fighting purposes where the water system is not adequate, or possibly where the water system does not extend to the area, but there seems to be little progress made in developing these ramps or construction platforms, whereby apparatus might utilize these water supplies.

It seems to me that we certainly should not wait until the emergency is upon us to develop those things. They could very well, and I believe should be prepared in advance.

Are there any further questions?

I recognize the only Republican Postmaster in the State of Connecticut, Fire Chief Jim Grote, Chester, Conn.

CHIEF GROTE of Connecticut: Yes, I would rather be addressed as the Fire Chief from a small town. We are fortunate in our area covering 22 square miles to have lakes and reservoirs that supply seven towns with the drinking water, as well as fire protection. We have several large brooks and the Connecticut River to draw from. We are very fortunate.

Now, in my locality, the town fathers leave it entirely up to the Fire Chief, and his personnel, not only now, but in years past. We have felt now and then that something might happened to our water supply, which constitutes our reservoirs, and our plans are made so that we have plenty of water to fall back on for ourselves and some left over for the neighboring towns, but in our particular locality it is entirely up to the Fire Chief and his personnel. So that I don't mind; as long as the good Lord spares me, we will continue under that program now and in the years to come.

Now, that is a nice set-up and, as I say, we have 22 square miles to cover and we are ready if and when, God forbid.

MODERATOR CHARNOCK: Chief, I don't want to put you on the spot at all, but you mentioned the one source of supply as the Connecticut River. How many locations have you already prepared where you can get down to the river to take suction?

CHIEF GROTE: As far as our town is concerned, we have eight locations that we have no trouble to get water from the Connecticut River. There's a lot of water

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there, and we can get the water, and we have large brooks. There is no handicap about getting that, plus what the reservoir supplies.

MODERATOR CHARNOCK: I didn't succeed in putting you on the spot; you apparently are prepared.

The next subject on our program is entitled "Civil Defense" and the speaker who is going to handle that is one whom I have had the great pleasure of introducing a number of times, and while in previous times I have found plenty of good things to say about him, I can't seem to find any more additional bouquets that I can throw at him.

However, he is the Director of Civil Defense in the Commonwealth of Massachusetts, and I think that he has done more in improving conditions in Civil Defense in the Commonwealth than any one I can think of.

He has a big job to handle, and I know that he is doing it well.

So that it is my very great pleasure to present to you this morning Brigadier General John J. Maginnis, Director of the Massachusetts Civil Defense Agency, who, by the way, lives in the City of Worcester. (Applause.)

CIVIL DEFENSE

Brigadier General John J. Maginnis

Director, Massachusetts Civil Defense Agency

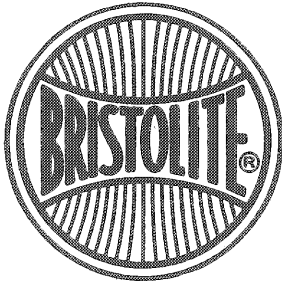
Moderator Percy, Gentlemen of the New England Association of Fire Chiefs. It is a real pleasure to come down this morning to talk to you for a little while about Civil Defense. I know of no group, with the possible exception of the police, who are also in public safety, that has a bigger stake in Civil Defense and a closer association to it, and I might add that I think you, as fire fighters, know more about the subject than most any other group. In fact, some of you are Civil Defense directors, as well, as I understand it. At least, I know one or two of you who are, and while I don't know that is a particularly good idea because I think that, once trouble starts, you are going to have all you can do in your own departments; still, it does show the confidence that many municipal officials place on their Fire Chiefs.

I want to talk to you in general terms this morning. These other gentlemen have specific things that they can talk about. Frankly, I wouldn't dare to talk to a group of Fire Chiefs about anything specific, anyway. But, I would like to talk to you in a general way about what Civil Defense is, and what our problems are in Civil Defense.

First of all, I should like to point out to you that a lot of people think that Civil Defense isn't going very well, and I think that perhaps we can all have some agreement in that statement. And one of the reasons, perhaps, as to why it isn't going very well is because today it probably isn't organized to do the job that it will have to do.

As you know, from the legal standpoint, the responsibility for Civil Defense rests with the State. The Federal government does not have the operational responsibility for it. That was all right, back in the days when we had conventional weapons, and we might even get away with the atomic weapons, but now that we have gone into a whole new class of highly destructive weapons, these things, I think, no longer hold.

So that what we are trying to do is to do a job that we are really not able to do, and that is why we are having so much talk recently about what we are going to do about Civil Defense, and in that respect, as you probably know, there has been a Committee of the House in Washington that has been holding meetings, since the first of the year, and they have thoroughly, I think, investigated this situation and



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it has been stated publicly that they would do more than that, they would actually provide legislation that would place the burden of carrying on Civil Defense more nearly where it belongs, and that is with the Federal government.

The States simply do not have the manpower and they do not have the money to do the job that must be done, under this problem of nuclear weapons that we are living under today.

There are two things that I have found that seem to me not to be very well understood by the people-at-large.

First of all, I don't think they really understand what these new hydrogen weapons mean. I don't think they quite understand the tremendous destructive power of these weapons. It is hard, I think, for any one to really understand them. The destructive power is so great that it is almost beyond comprehension. Not only is there the immediate destructive power in fire, but you have the after effects, also, of radioactivity, of which we, perhaps, do not know nearly enough.

With this destructive power, and because of this destructive power, it means, of course, that we have to take steps to do something to get away from it.

The other thing that a great many people don't understand or don't want to understand, at any rate, is that we are living in a dangerous age. A great many people believe that nothing can happen. Now, at this time, the Russians are full of smiles and good-will gestures and all the rest of it, but nothing basically has changed there, and the fact still remains that they have the power to make war, and they have the power to make war on us here, and we are now in a position which we have never been in before in our history; namely, that any part or any point in the United States can be struck by nuclear weapons at any time.

So that far from being on a far frontier of any possible war, we are now in the front line.

Now, whether this is going to happen or not, of course no one knows, but the threat is there, and we in Civil Defense, and I, in the Commonwealth of Massachusetts, have the responsibility for preparing ourselves against that threat.

How are we going to do something about this matter?

How are we going to do something about it?

Well, there is not very much that we can do, really, unless we have some time to do it in. If an attack is unprovoked, if it comes without warning, if there is no period of tension before it comes, that tips us off to the fact that we are going to war, if no period of that kind exists, then we are in bad shape.

In order to try to give us some time, in order to try to make available to us some time, the Department of Civil Defense, as you know, has spent many, many millions of dollars in setting up warning systems. These warning systems are on the land; they are in the air, and they are on the sea. Several lines exist in Canada. We have several warning lines in the big ships at sea. We have the Air Force Patrols. And all of them have only one purpose, and that is constantly to scan the skies to make sure that unauthorized or enemy planes are not coming in on us.

We had hoped that this was going to give us a little time to operate in. We had hoped we might have maybe six or eight or ten hours to do something in. But, in the meantime, we have had great increases in the speed of planes and some of that time has been cancelled out. Therefore, our planning purposes and figures, of course, come from the very top-side, and we can plan, now, and we are planning on two hours of warning time.

Now, what are you going to do in those two hours?

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First of all, you can do nothing. But leaving that aside, there are really only two things that you can do. One is to get under cover. The other is to get away.

I would just like to say a word about getting under cover, and about shelters. You are beginning to hear more about that now. We are hearing a little more about it in Washington lately, that perhaps the answer to this program, if guided missiles come in, intercontinental guided missiles, that will be the answer. The average shelters as we know them today, of course, will have little effect in target areas. They are simply not constructed to take care of the kind of use that they will have to have. As yet, we have no program for shelters. I think that the figure of 10 billion dollars has been mentioned as what would be necessary for shelters. And, that figure is probably pretty low, because we have vast populations to put in the shelters. Therefore, that program, if it is developed, and it may very well be, is first of all going to take a great deal of money, and secondly, it is going to take a great deal of time.

What are we going to do in the meantime? This thing could happen tomorrow.

The other alternative, of course, is to get as far away as you can from ground zero.

And so, in the evolution of our thinking, we have come to the point where we say that the only thing we can reasonably hope to do is to evacuate. Get people as far away as possible, from the bomb drops.

I think you will all agree that the best way to be safe in case of an attack is just not to be where the weapon is dropped. Of course, that might go for a 22-rifle, or a pop-gun or anything else, and it certainly goes for these large weapons.

So that we have entered into this plan of evacuation. I think you don't need to be told that it is a pretty difficult and a pretty complicated job, when you start to move people around. It is especially so, I think, in Massachusetts. I might point out to you that in all of Region 1, which is New York, New Jersey and the six New England states, the problem is probably compounded more than in any other section of the country, because we have some 30 million plus people in the area, and 24 million of them in the critical target areas, and in Massachusetts, the percentage is higher, with 5 million people in the State and three critical target areas, Springfield, Worcester and Boston, and we have 3 million in the target areas. In other words, three-fifths of the people in the State are in a perilous position when they are in their own cities. However, we have been making plans to move them.

It is a big job to do that. The first thing we have to do is to set up an organization to do it. You gentlemen have had a lot of experience with organizations. I know that you have had a lot of experience with training, for it has been a part of your life-blood. You knew that when you came in to your jobs, that an organization was there for you to pick up. Undoubtedly, you made a better organization, and a more effective one, and you hope when you leave these jobs that you are in that you will pass on to your successor a better organization than the one you found.

We have had to build an organization, and it is a very difficult thing to do, because we are working, first of all, in a very complicated subject. In the second place, it is difficult to get people with the amount of ability and know-how that we must have in order to do the thing properly. It has taken about two years, which, of course, includes a period of convincing legislators and others that this thing should be done. We are finally arriving at a point where our organization is now complete, and we do have some pretty good people in it. That is the basis. Unless you have your personnel, people who are, in a way, dedicated to this thing, you cannot do very much with it.

As an example of what I am talking about, we have some fire fighters in our organization, and they are kind of hard to get, but we did have a fireman who was

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running our Fire Service, Lieutenant Roy, who is down here today. We have Lieutenant Frank King in our Rescue Service. We have tried to get people who know their jobs. I cannot think of anything worse than having a non-fireman coming in and telling firemen how to put out a fire. We have refused to do that, until we had people who were competent and capable. So that we have organized for the threat, and we have made our plans for it. We have made our plans, not only in organization, but state-wide divisions of the State.

We now have good control of the State, through areas and sectors which we did not have before. These are State people, now, that we have out in the field, and they, in turn, are trying to assist and let the local Civil Defense organizations in every way come to them for guidance and help which they have not had in the past.

The big job in this thing has to be done by the ground troops, the soldiers in the field and the soldiers in the field are the local people, the local Civil Defense organization, and you gentlemen are a part of that organization, in your capacities as Chiefs.

Now, the fact that you have got to do the job means that you should have assistance and help, and that help should not only come out of books and out of mouths, but it also should be financial.

The question was raised here earlier about who is going to pay for some of these things. Obviously, the local communities cannot pay for all of the things which they are going to be called upon to pay for. The State of Massachusetts cannot pay for all the things that it is going to be called upon to pay for.

If Civil Defense is a part of the total defense picture for which we have a budget that runs into the billions of dollars, then I say it is an integral part of it, and provisions will have to be made by the Federal government to handle certain financial features of this, just as they handle them for the Department of Defense.

We have now arrived at a point, especially in Massachusetts, where State lines don't mean very much. We have one community in the State that is in the Providence target. We have the Springfield-Hartford situation, 25-odd miles apart. We have the three New York Triangle communities, Troy, Albany and Schenectady, that have a great interest in the western part of our State. We, in turn, are going to send people out of the State. We are going to send people to New Hampshire and Maine; therefore, you can see that especially in a community like New England, where the States are relatively small and the State lines are close, the State lines as such don't mean anything any more.

Now, I am very much interested in what some of the other States are doing. Colonel Mapes is in the audience here, and he is the Civil Defense Director from the State of Maine. I am very much interested in what he is doing, because we may have to use some of Maine for our people. Colonel Mapes, at the same time, is very much interested in what I am doing, because he wants to know how much he is going to be called upon.

That is why the thing has got to be on all State lines and State controlled, and we have got to put our shoulders to the wheel and start to be assuming a little of the responsibility which is now there.

I am not going to take too much time to tell you about our Evacuation Plan. We have arrived at this point, where we have already assigned, now, other areas of the State for specific communities. In other words, Worcester has certain assigned communities in the northern part of the State. Springfield has certain assigned communities. The Boston area has assigned communities. And, of course, we will have to send people into New Hampshire and Maine, and we do not know

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what the destinations will be as yet. We have made our plan with the best information that we have. Obviously, we haven't got all of the information.

Therefore, to help us in that, the Federal Civil Defense, the Federal government has made available through a survival plan, funds for specific and detailed studies of these areas, and we are now engaged in that. We have just about covered the first phase of it, which is to determine what the problem is, and we hope that out of a study of perhaps twenty or twenty-five different areas, and fire, of course, is certainly one of the important ones, we hope to have quite detailed information.

Now, this information is going to be obtained in various ways. It is going to be obtained and contracts are going to be let with organizations that have specific knowledge and with all kinds of people who have specific knowledge about these things.

In other words, we are saying right now that we can move $2\frac{1}{2}$ people into a community for every one person that community has. If the community has 1,000 people, we say that we can put 2,500 people in there, on an evacuation movement. And that is the best knowledge that we have at the present time. We do not know for sure whether that is true or not; it may be 3,000, or only 2,000. But, what this study proposes to do is to tell us, for example, what Athol or Gardner can actually do by count, how many people they can actually take care of. We have to have that kind of information, if this plan is going to work.

Now, I would just like to clear up one point which always comes up. People say, immediately:

"How are you going to do this? How are you going to get these people out? How are you going to save anybody?"

Well, now, did you ever get caught in the five o'clock rush going out of Boston? Every newspaper in Boston said:

"How are you going to evacuate? You can't even get them out in the snow.

Well, the answer to that is: How many people got out? Maybe there were 1,000 people stuck somewhere. I never said that we could save everybody, because I know we cannot. The thing is so big that we are going to lose lives; people are going to be killed, if we have a war, and our job is to get as few people killed as possible. People are going to lose lives; but, we feel that if we can save a thousand people, it is worth doing.

We feel that with proper organization it is going to be surprising the number of people we can move in a relatively short time.

We are having on July 9th, on a Thursday, before the national operation alert exercise which takes place on Friday, a sort of demonstration movement out of Boston by the State government, the Governor and the Executive Branch of the government and some others are going to move out to Framingham, and we are setting up one way traffic, on one road, just as it would be in actual operation, and the Governor and the people at the State House and some of the other places nearby will move out and will move to headquarters, there, in Framingham.

The reason we are doing this is just to show what it looks like to see an operation of this kind done on one street. Ultimately, and when the Federal government plans are completed, we will be required to have regular evacuation exercises.

And that is about where we stand on this matter. I haven't said anything to you about natural disasters, because I feel that natural disasters, if we can take care of the biggest ones, we can take care of the natural disasters. And, as you know, we have had in the late summer or in the fall for the last two or three years, some major natural disasters, hurricanes, floods and the Worcester tornado, and I think that if practice does help, we are getting pretty good at it.

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I hope that we are not going to be called upon again this year to go through it again. But, the thing that these natural disasters has done has been to pull together the local organizations that have been born, and they have done a surprisingly good job. The flood last fall was by far the best pulling together job; we actually started moving equipment, pumps and things of that kind into the western part of the State before the rain had really stopped. We were ahead of it; we were on top of it, and thinking ahead of it all the time.

Now, you fire people haven't had too much to do in these disasters because while I would normally think that in a thing like the Worcester Tornado, you would have fires all over the place, yet as you know we didn't have too many. You do not have too many fires in the floods, and we weren't bothered too badly during the hurricanes with fires. But, I would like to point out that we can have a fire disaster, although we just haven't had one, and we can have a good one, and I just hope that you gentlemen will not get the smug idea that in these natural disasters you are not going to have very much to do, because some day you may have all you can do, and then some.

Our problems today are two, really. The one that you have is the matter of training. We have these people, and we are setting up the organizations. But, they are not good until they know what to do. Therefore, we are now embarking upon a training program. We have asked the Legislature for \$125,000 or \$130,000 for training next year, because we are going to train and train and train these people, and that goes right down to the local level, for unless they know what they are doing, unless they are trained, unless they are indoctrinated in the thing, they are just names on paper, and we have got to train as we never have trained before.

The other thing, of course, is this. How are we going to get people into the organization?

The matter of public interest comes up, then. I was down at the Industrial War College earlier this year, to give a lecture there, and then was invited back in June to hear the papers, and they had a great deal of Civil Defense, and as you probably know, it is a year's course down there for the Colonels and Lieutenant-Colonels and Commanders and Captains, that is, for those ranks in the Army, Navy, Air Force and Marine Corps, and they had a great deal on Civil Defense. During the Question Period, I asked them:

"What do you suggest that we do about getting the civil population to get into Civil Defense?"

They had no answer for that. And that, Gentlemen, is a real problem.

Now, we have been too prone in the past, I think, to get people to do things; we would get their names on paper, and not give them anything to do. There is nothing that is more deadly than to get people pepped up, telling them that we want to get them into Civil Defense and do this and that, and then that's the end of it; nothing happens. We have got to have places for them, duties for them, so that they may become a part of the Civil Defense program.

It has been a great pleasure to stand up here and tell you about this, for it is always a pleasure for me to talk about Civil Defense anyway, but more especially to a group like this one here who knows a great deal about Civil Defense, because you are in it every day.

Thank you very much! (Applause)

MODERATOR CHARNOCK: Thank you very much, General. You have given us some very valuable information on a very complex problem. I know that there must be many in the gathering here today who would like to throw some questions at the General. I have two questions here already which have come to me and I think that possibly you may be able to answer them. Here is the first one:

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Participants, left to right: Chief J. Coleman Miller, Auburn, Maine; Chief Frederick R. Crompton, Portsmouth, N. H.; Chief Roy MacDonald, Barre, Vermont; Chief Thomas F. Gorman, Quincy, Mass.; Chief Norman D. Broden, Cranston, R. I.; Chief George C. Graham, Bristol, Conn.

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Are Civil Defense matching funds available for fire fighting apparatus?

And secondly, the same, in regard to fire communications.

If these funds are not available, will they be available in the future?

Would you try to give us an answer to those questions, please?

BRIGADIER-GENERAL MAGINNIS: Well, the first question regarding fire apparatus, the answer is "No." Matching funds are not available at this time for fire fighting apparatus. As you know, they were, up until about 1953, I think it was. The reason why they are not available is, first of all, because the Federal Civil Defense Administration has stated repeatedly that they are not sure that this apparatus is needed.

Now, that may seem like a strange statement to you gentlemen, but the reason they say that is this. They want to know whether you now have enough people in your departments, enough fire fighters, to be able to man additional equipment. Well, almost every Chief will say that he has all kinds of fire fighters, plenty of them. But, they are not talking about the normal operations; they are talking about the operations of a war-born fire which doesn't run for three or four hours or maybe six hours, but runs for twelve or twenty-four or thirty-six hours, and they are talking about around-the-clock, continuous operations.

Now, you can talk privately to Lieutenant Roy, here, about it, but he is getting some figures together, and I think, to my surprise, at any rate, that he has found that right in the Commonwealth, we are not able at this time to man all the equipment that we have on any prolonged period of time. People cannot work indefinitely; they have to work in shifts. But, be that as it may, the particular thinking behind that is the first reason, as I have just given it to you.

The second reason has already been touched upon. They believe that there isn't enough water in the United States for the present equipment that is there, in case of war-born disasters. They say that we have more equipment than we have water for, and why buy more equipment?

That may not be valid here, but perhaps throughout the country, it may be. I don't know. But, those are the two reasons why we are not getting fire equipment.

Now, the other question was on the matter of communications. You can get Federal matching funds on communications. Perhaps I should not be answering this; perhaps the experts behind me should be answering this question. But, in general, the policy is that if you need equipment that you would not normally purchase in your normal operations, but you would need it for disaster conditions, then that equipment may be purchased on the matching funds basis. But that does not mean that you cannot use it during normal operation, because you would have to keep a thing like communications systems in operation in order to know whether they are going to work when you need them.

Perhaps Mr. Soracco can give you a little more information on that score than I can.

MODERATOR CHARNOCK: Will these matching funds be available for communities outside of the target areas?

BRIGADIER-GENERAL MAGINNIS: Today, under our plan, everybody is in this thing. The target areas, of course, are the ones we expect the bombs to be dropped on, but the great change in Civil Defense is this, that every community, and there are 351 in the State now, regardless of how small it is, is going to be affected by whatever happens. People are going to move from some place, or they are going to be received in some place; therefore, where a great many small communities have felt that they didn't have much interest in the matter, but now they have all got

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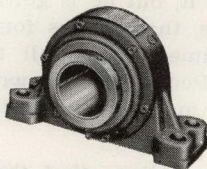
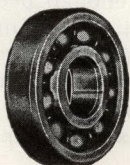
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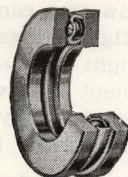
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an interest in it because they are all going to have something to do in it. Therefore, these funds are available for all in the communities.

MR. THEODORE W. GUNN, Engineer, N. H. Fire Underwriters: Mr. Moderator, I would like to ask the General this question. He dwelt quite a while on the matter of evacuation. The time of our radar is now set at two hours, I believe you have stated. Our Colonel from Maine, to whom you referred, would be notified, I presume. It is your intention, or the Civil Defense set up, to start evacuation immediately, not knowing where the nuclear weapon is to be dropped?

BRIGADIER-GENERAL MAGINNIS: Yes, upon the receipt of the yellow warning signal, the whole thing is automatic. That automatically triggers everything off. I will not accept the responsibility of sitting around to see whether they are going to drop it on Boston or not, if they are coming in. I will not assume the responsibility of saying that I don't think it is going to happen, or I don't think they are going to hit Boston.

I might say that any official who goes to work on the basis of what he thinks is pretty far out of line, because he doesn't know, and on his judgment the lives of a great many people should not depend.

The yellow signal triggers it off. Our Executive Order 31, which is the one dealing with this matter, contains in it a statement, that the very fact of an enemy attack under the yellow warning immediately puts into effect all of the emergency powers of the Governor. So that we have no proclamations; we don't have to wait for anything. We just start moving, because we will not have much time to move.

Now, you are going to ask me, I know, what happens if there is a fake attack. Well, there again, it is just a matter of what the situation holds. If we think it is a fake attack and we do nothing, and if it isn't a fake attack, we are pretty badly off.

We had some figures drawn up as to what would happen in Worcester, Springfield and Boston, if a bomb the size we think will be dropped there were dropped, and if there were no shelters and everybody went about their normal lives. If that happened at noontime of a normal weekday, when naturally the populations of these cities are swelled beyond what they are at night, we found that 42 per cent of the people would be killed. I don't mean wounded or hurt, but I mean dead. We found that only 33½ per cent of the outer-ring people would escape without any trouble.

Now, those are fantastic figures, but they are figures you have to deal with and you have to recognize them. We just are not going to place ourselves in the position of making decisions after the attack is started. It is going to be too late.

One thing against that is the fact that it could be a false attack, and we get everybody out, and we get some people killed in automobile accidents and nothing happens. We just have to take that chance.

MR. GUNN: Thank you, General. You are talking to a New England group, and yet you are referring to Massachusetts moving out. I referred to your Colonel from Maine. He has the same warning. If you are going to start evacuations right off, then they are going to be moving, and all of our States will be going out into the rural areas.

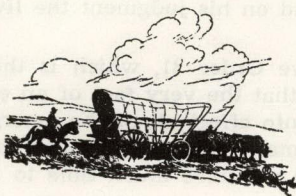
BRIGADIER-GENERAL MAGINNIS: Perhaps I should have gone a little farther. The yellow warning doesn't mean the same thing to all people. It means in the reception areas that they are going to get the machinery ready to receive these people they know are coming in. Now, in Maine, I don't know about Portland, and about any evacuation there; they are going to have the problem there. But in a great part of Maine, it will be a reception area, and they will prepare to get ready, if I can put it that way.

Perhaps I haven't answered your question, but I have tried to answer it.

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MODERATOR CHARNOCK: Are there any other questions that you would like to ask?

CHIEF MILTON ANDREWS of New Bedford: I would like to ask the thinking of the State and the Federal officials in relation to the use of trailer units, such as were used in World War II, and by the thousands in England, and about which we hear nothing at present. In other words, we are told that we won't have water, that the water mains will be broken, that we will have to relay water, and we should have our units 700 to 1,000 feet apart, just to take water from ponds or rivers and get it to some point.

Now, in New Bedford, we had 15 units allotted to us, trailer units, in World War II, with hose and appliances, nozzles, and so forth, all of which were very inferior grade, but I wonder why the government hasn't done something along those lines of supplying cities with 500 pumps, skid pumps, or towing units, that can be towed in back of private vehicles, and can be used to train auxiliary firemen.

In other words, if the city doesn't have the proper equipment to train auxiliary firemen in reserve, and we do not happen to have it, we do not have an auxiliary force, then should not the Federal government supply these things to build up an auxiliary force, which would be valuable if they were trained properly, to us in the Fire Department, for pumping out cellars and could be used in all kinds of ways, and this equipment could be used in every way if it is of good construction.

BRIGADIER-GENERAL MAGINNIS: I am not going to attempt to give you an authoritative answer on that, because I don't think I am competent to do that. Again, we are getting back, now, to this whole big financial picture that I referred to earlier.

At the present time, you know, you spend your own money and invest your own money in equipment, and if your city fathers feel that you, in particular, in New Bedford, need certain equipment and if they want to buy it, they will buy it. If another city doesn't feel that way about it, then they don't buy it. That makes for pretty spotty operation, but I can't tell you what the Federal government is going to do, except that all of this matter of preparation has long since passed out of local hands, as far as additional equipment over and beyond what they would normally need for the normal requirements, and must be taken care of outside. Since we are talking about somebody else's money, I can't indicate what they might do.

MODERATOR CHARNOCK: Does any one else have a question?

CHIEF TOM GORMAN of Quincy: I would like to direct a question to the Colonel. In a good many communities, nobody can deny that the average Fire Department needs the support of an auxiliary group, in the case of the so-called natural disasters. However, we have found that a good many of the auxiliary organizations want to become more or less of an organization unto themselves. I know that several of the Chiefs are plagued with the demand by these fellows that we assign certain equipment to them, vehicles, and so forth, so that they can get on their own. I don't think it is the intent, as I have read the statutes that have established this Civil Defense, to have separate groups and independent groups, and I think some communication should be directed from the State authorities to tell those Civil Defense Directors to bring that point out, that they are an adjunct to the Department and not a force unto themselves.

I know that several of the Chiefs have had that particular problem, and they tried it on me once in a while but I got kind of stubborn about it.

BRIGADIER-GENERAL MAGINNIS: There should be no problem there at all. There is one Fire Department and one Fire Chief of that Fire Department. The auxiliary is an adjunct to the Fire Department, and, of course, it comes directly under

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the Chief. It is no power by itself, and it can never be. You can't run a thing of that kind that way.

Chief Travers of Worcester, Mass., I don't think you have had that problem particularly in Worcester, have you?

CHIEF HERBERT F. TRAVERS of Worcester: No.

BRIGADIER-GENERAL MAGINNIS: There isn't any question about the problem in Worcester, and I am a little bit surprised that any of you have had a problem, with an auxiliary trying to set itself up as a Fire Department, because that certainly is not the intent and it cannot work that way. I would like to put your mind at ease on that score. Lieutenant Roy can assist in getting that straightened out.

Well, Gentlemen, I would like to say in closing that if any of you would like my job, you man have it! (Applause)

MODERATOR CHARNOCK: He thinks he's all through, but he isn't. Are there any more questions?

I want to make a rather personal observation here. It seems to me, in my travels around the country, that the establishment of auxiliary forces is rather a spotty thing. The General said that the studies which his staff has made indicate that we do not have a sufficient number of men at the present time to man and to operate the equipment which we have. Are there any plans under way, General, for enlarging and bringing about the establishment of auxiliary members to these Fire Departments, let us say throughout the Commonwealth of Massachusetts?

BRIGADIER-GENERAL MAGINNIS: First of all, Percy, I would like to tell you that the State doesn't have as much power in these things as you infer it does. I think if Lieutenant Roy were to go down to any one of you Chiefs in the State who have no auxiliary and say to them, "You establish an auxiliary," he probably couldn't get the door opened fast enough, to get thrown out. And rightly so!

Our job in this particular matter, as you know, is a good deal in an advisory capacity, and a good deal along the line of giving you plans and leadership and assisting you in your job. But the Civil Defense act itself only says that a Civil Defense Director will be appointed in each community in the Commonwealth, and that a Civil Defense organization will be set up.

There isn't any place in there where we can demand that that be done. However, we are now trying to bring the word to you, trying to make you see the light, if I may put it in that way; but, I should like to have you realize that we haven't done very much along this line as yet, because it is only fairly recently that we have had a real Fire Fighter assigned to us, and there has been absolutely no sense in sending out Joe Doakes to talk to Fire Chiefs about technical matters, about which Joe Doakes himself knows nothing. I wouldn't consider for a minute talking to you gentlemen here on anything that has to do with fire fighting, because I know nothing about it, and you know pretty nearly everything about the subject.

Now that we have that kind of staff officer in our office, and I know he has already been talking to the Chiefs, trying to assist them to get more auxiliaries, I feel that we will really get some place, for we really will have to have them if we are going to do the job that war disasters will bring. (Applause)

MODERATOR CHARNOCK: Thank you, General. I was very glad to know that Colonel Mapes is here this morning. I wonder if he would stand up and just show himself. (Applause) Have you any observations that you would like to add, Colonel?

COLONEL MAPES: The best observation that I can make would be to second John's last remark; if anybody wants my job, they can have it, too!

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I think all that John has said has been very, very interesting. I think that our problem is one of survival, and when you talk about survival I think you can break it down into three categories:

1. People.
2. Movement.
3. Shelter.

Now, John covered the evacuation phase of it. He didn't get into the new concept that we are moving into very rapidly, the intercontinental ballistic missile, which very definitely is going to require shelter in the blast areas. Something has been said about the legal phase of Civil Defense, and the volunteer phase of it, and about the lack of people to man the equipment.

In Maine, our law says that the Chief Executive of every political subdivision shall organize, train and maintain an adequate Civil Defense organization, in accordance with the State of Maine Plan. Our organizational plan spells out how many people are required to operate a piece of equipment around the clock. In other words, that is , the number of people, or a yardstick that we maintain would be necessary to keep all the equipment in the State of Maine on a twenty-four hour basis. The pattern is there. The problem is a lack of leadership in government with some of the Chiefs, to be very honest with you. I know one Chief I have in the State of Maine, who says he doesn't believe in Civil Defense and he is not going to be bothered with it.

That is the problem that we have to face, and the day may come when that fellow will need some help, and he is not in a position now to render help to anybody, either in the State of Maine or Massachusetts or any other place.

Summing it all up, it is a huge job. We are invading a field that no one knows anything about; no one has ever had to work it out before. I am sure that John Maginnis would agree with me in saying that we need your help. I am not a fireman. When the chips are down, I am going to look to the Fire Chiefs to extinguish the fires. (Applause)

MODERATOR CHARNOCK: Thank you, Colonel. I am very glad you are here. If there are no other questions at this point, let us proceed to the Federal level and hear from a gentleman representing the Federal Civil Defense Agency, Mr. Frank Soracco, the Regional Public Safety Officer, former Operations Officer in the New York Fire Department before entering the Federal Service. Mr. Soracco! (Applause)

MR. FRANK SORACCO: In my presentation today, I shall outline areas of study that I hope you men will explore during the question and answer period that follows.

I wish to express the thanks of Mr. A. D. O'Connor, our Regional Administrator, and also extend my personal thanks to your organization for permitting me to be here and address you today.

Being low man on the totem pole, so to speak, places me in rather a difficult position in that it is almost impossible to prevent some repetition of material already presented. However, I shall endeavor to avoid this insofar as possible.

Today much is heard about evacuation and survival planning, survival planning being a series of studies to determine whether or not evacuation is feasible, and if so, how it can best be accomplished. An objective of this plan is also to determine if shelters should be constructed, and if so, where.

It might seem that present fire defensive methods could be abandoned, or at least greatly modified. This type of thinking is true to an extent, but we must remember that evacuation and survival planning is predicated on a warning time of up to two or more hours. This time interval is represented by the time interval between the yellow and red alert signals.

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Although the reasons for this thinking are well founded, we must bear in mind that in the case of guided missiles, launched from submarines, and inter-continental ballistics missiles, there will be little or no warning time. In either of these cases we will be confronted with the task of effecting the removal of people from damaged and fire-threatened areas of cities.

In other words, the problems that faced us in the past, such as poor water supplies, poor visibility, and lack of sufficient apparatus and manpower, are still present.

We can, under survival planning, expect that to an extent, our past will become our future. Evacuation may ease but not eradicate our problem. The old theories of good command and control of operating forces, and efficient and complete mobilization, are as necessary today as they ever were.

As to radioactive fall-out, radioactivity and radio-active fall-out are relatively new to all Civil Defense services, not only to the fire service. It becomes more important that the fire service be aware of radioactivity and the hazards associated with it, because the advent of the thermonuclear device, or "H" bomb, the hazards have greatly increased. Fall-out of radioactive particles from bombs detonated over the local target area, and the fall-out from attacked target cities remote from your particular point of operation, may prevent or seriously delay fire fighting activity, and may also seriously interfere with the movement of support equipment, personnel, and apparatus.

In regard to fire fighting and radioactivity, it must be remembered that firemen are just as susceptible to the effects as other individuals. Therefore, commanders must be guided accordingly. They should not expose their men to greater doses than specified by Civil Defense organizations. There may be times when it is necessary to expose personnel to doses greater than those established, in order to save the lives of people in the process of evacuating or being evacuated from a target city. When such action is deemed necessary, the director should be so notified. The authority to make a command decision of this type, rests with him.

We hope eventually to have monitoring equipment and trained monitors on each fire vehicle. The monitors will be skilled in terrain monitoring, personnel monitoring, and decontamination.

As to protective clothing, the term "protective clothing" when used in relation to radioactivity, can be misleading. Protective clothing is protective only in that it prevents radioactive material from coming in direct contact with the body. It does not prevent gamma ray penetration. Fire clothing, that is, standard rubber goods, offers better protection in the manner explained, than the coveralls worn by radiological teams. Also it can be easily and quite thoroughly decontaminated by merely washing it down.

The only additional protective equipment that firemen need, are inexpensive filter masks and cotton gloves.

Vehicles returning from radioactive areas, should be decontaminated. At the Nevada Testing Grounds, the undersides of all vehicles were washed down with live steam, because radioactive particles adhered to the grease present. However, an acceptable job can be done with high pressure water streams.

As mentioned earlier, survival planning may ease our problems in that additional protection for people will be provided. But survival planning notwithstanding, we must be prepared to fight fires. When a bomb drops, that is war, and the effectiveness of a nation's war effort is directly proportionate to its ability to produce. Industry as well as people, must be protected. Fires created by primary and secondary bomb effects, will continue to spread after bomb burst. Fires created by an enemy attack are still the most serious and destructive problem that we will have to face.

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We understand that regardless of the defensive action taken, large areas of attacked cities will be burned out. I think that in order to draw the proper mental picture, we should think of the initial fire defensive action as a gigantic rescue covering operation, one designed to slow down the rate of fire extension, create avenues of escape for evacuees, and permit the carrying out of rescue and relief operations by the Rescue Service and other Civil Defense agencies. As pumper strength builds up due to the arrival of mutual aid units, and providing water supplies permit, definite defensive action can be taken.

Through the development of emergency supplies, or the complete utilization of existing emergency supplies and methods of delivering these supplies in volume to all points within a city, of the utmost importance, very few cities in the United States have made a survey as thorough as that indicated by the previous speaker.

I conducted a survey of New York City's emergency water supplies with a view toward determining its availability during war emergency. As you know, New York City is almost completely surrounded by inexhaustible sources of supply. Yet the survey indicated that only about 20 per cent of the waterfront would readily permit draught operations. This is a case in point that indicates how necessary this type planning is.

The planning necessary for the development and utilization of emergency water supplies, is not the responsibility of the fire service alone. In order to develop good systems, assistance from research and engineering groups is also necessary. In respect to this, our regional office has supplied survival offices now in the course of planning, with suggested areas of fire study. One of the areas suggested was that a complete survey of emergency water supplies in both target cities and their support areas, be included in survival studies. Studies of this kind are essential in the development of good Civil Defense fire plans.

It has been difficult to convince firemen, with their practical knowledge of hydraulics, that large scale operations such as are required for war purposes, were practical. As an operations officer, I was often of this opinion.

The Federal Civilian Defense Administration has taken steps to assist in the solution of this problem. Large quantities of 8-inch steel quick-coupling pipe, that is available to the fire service during emergency, have been stockpiled. Eight-inch steel and aluminum pipe is also available on a matching fund basis. Fifteen hundred gallon pumps are also available. The pumps are movable, but if to be transported any distance, flat beds are necessary.

This equipment is an aid to the solution of our problems, but is far from the complete answer. More flexible water carriers, and more adaptable pumps are necessary.

The Federal CDA and other federal and private agencies are attacking these problems from a research standpoint.

1. At least two commercial firms are conducting research leading toward the development of portable pumps suitable for CD purposes. Portable pumps up to 350 gallons per minute, are not new to the fire service. They have proved of particular value in rural areas, where water supplies are a serious problem. The type under-going research are pumps that would be easily transportable by two men, and capable of 500 gallons per minute delivery at 120 pounds pressure, or equivalent to a Class B pumper,

2. 1500 gallon pumps mounted on four-wheel drive chassis, have passed the preliminary test required by the Army Engineers.

3. 1500 gallon pumps of the completely submersible type, also have been developed. The submersible pump permits the delivery of water from points inaccessible to ordinary mobile and portable units.

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4. A new type plastic hose, developed in Holland and adopted by the Dutch Navy, is also undergoing tests. Tests made by that agency indicate that it is equal to or better than cotton jacket hose. We are particularly interested in the 6 and 8-inch diameter hose. The 6- and 8-inch hose is extremely light, weighing only slightly more than one-half pound per foot, and is capable of withstanding pressures up to 300 pounds per square inch.

One of the greatest deterrents to effective fire defense, has been the lack of hose or pipe that is light in weight, flexible, and capable of withstanding pressures required for efficient operation. This plastic hose, a sample of which I have here, seems to have the primary requisites necessary to solve the problem.

In addition to the above, the water supply problem, and incidentally the wartime fire fighting problem, is being approached from an entirely different angle. Recent experimentation proved that much was to be learned about combustion and flame propagation. Our national office was of the opinion that further research on the subject might lead to simpler and more efficient methods of fire fighting that require less water than now used. The National Academy of Science was of the same opinion, and research in that direction is now in progress.

In summarizing, we realize that regardless of how well planned and how well developed our emergency and domestic systems are, they may never supply the volumes necessary for emergency purposes. However, I might add that the addition of engineering skills and research to fire know-how, is a step in the right direction.

Thank you very much. (Applause)

MODERATOR CHARNOCK: Well, Gentlemen, I feel that we have had a very interesting discourse on this subject from the Federal level. You know, I have a rather personal feeling of a state of frustration; there are so many unknown factors in this equation of meeting the enemy. We don't know where he is going to strike or when. But, this country has always been able to come out and make a solution, and I feel confident that we will find the solution of this problem, but it means that we all must put our shoulders to the wheel and cooperate and do all in our power.

Do you have any questions that you would like to put to Mr. Soracco?

If not, I am going to turn this meeting over, now, to John, for I feel very confident that we have had a most interesting discussion on this general topic. (Applause)

(President Keefe then assumed the Chair.)

PRESIDENT KEEFE: I want to announce that there will be a meeting of the officers and State Directors of this Association immediately after this meeting.

I want to thank the members of the Panel and also Percy Charnock for conducting this final Panel Session this morning; you are all deserving of another round of applause. (Applause)

MR. PERCY CHARNOCK: Before this meeting is adjourned, on this subject of matching funds I think that Mr. Soracco has some information that he would like to give you.

MR. FRANK SORACCO: In regard to matching funds, the General covered the subject quite thoroughly. There are a few things that I would like to point out, however. In regard to communications, they are still available on a matching fund basis, not only for target cities, but for any city within the State. That does not come under the Fire Matching Fund Program; it comes under Communications, and must be applied for under that heading.

Also, matching funds are available for training purposes. There are scheduled courses that are outlined in M-21-5, the Matching Fund Manual, that do permit



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the matching funds for the training of auxiliary firemen and for officer training in command procedures. It does not include ordinary fire-fighting.

Also, for training purposes, capital items can be obtained when the item is used as part of a total Civil Defense program. The equipment is not essentially for fire, but it can be used for the training of fire, as well as any other services, and in that case, the item would be applied for under Training and Education.

Further, some equipment needed can be applied for under the Engineering Program, while fire itself does not at the moment have a matching fund program of its own, so materials can be obtained under the other program.

MODERATOR CHARNOCK: Frank has a sample of this plastic hose here, which I am sure he would be glad to have you examine at your leisure, at the close of the session.

Out in the room as you enter, there are a number of publications on the table, there, regarding the subject of Emergency Water Supplies, and other features on Civil Defense. Those are available for your use, if you care to take them.

PRESIDENT KEEFE: Thank you again, Gentlemen.

This closes our morning Session. I hope that everyone will be at the Exhibition Hall this afternoon; let us show our exhibitors that we are in back of them.

(Whereupon, the Wednesday Morning meeting was adjourned at 12:00 o'clock noon, on June 27, 1956.)

BANQUET SESSION — JUNE 27, 1956

TOASTMASTER KEEFE: Ladies and Gentlemen, it is my pleasure at this time to introduce to you our Head Table Guests.

John W. O'Hearn, our Secretary

Bill Dooling, our Sergeant-at-Arms

Alfred Koltonski, State Director from Vermont

George Graham of Bristol Connecticut, our immediate Past President and Chairman of the Board of Directors

Francis J. Dagon, Director from Connecticut

Clarence Greene, Director from New Hampshire

Tom Slaman, our Second Vice-President of Wellesley

Horace Jose, First Vice-President of South Portland

Bart Curran, Director from Massachusetts

Chief Thomas of Hartford, Past President of the International Association of Fire Chiefs

Oliver Sanborn of Portland, Director from Maine

Andy Palmer, our Press Representative from Woonsocket, R. I.

Gus Cote, Director from Rhode Island

Robert V. Violette, City Manager, Portsmouth

In talking with Father Collins during our meal, he said to me:

"I suppose every one at the head table will stand up and be recognized, down as far as His Excellency, Bishop Joyce."

I said: "That's right."

But he didn't know that in the back of my mind, I felt that we would be missing a great thing if we didn't mention the fact that on June 5, 1931, Father Collins was ordained a priest. In other words, he is celebrating his 25th Anniversary, and therefore, he ought to say a few words to you! (Applause)

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REVEREND MICHAEL F. COLLINS: Your Excellency, Bishop Joyce, Mr. Toastmaster, and all the Gang. I wasn't going to say anything about the 25th Anniversary, because the last twenty-five years in this business have been good ones for me.

This has been a wonderful time, again, and in my annual report you have all been outstanding in your behavior, especially that Alouette Gang at half past twelve yesterday morning.

However, tonight, everything will be serene as we have an extra boss here, and he will be patrolling one floor and the Monsignor will be on another floor, and I am referring to Monsignor Nugent. So, watch out! (Applause)

TOASTMASTER KEEFE: In that same class with Father Collins, we have Monsignor O'Connell, Chaplain of the Boston Fire Department. Would you come up to the rostrum and say a few words, Monsignor?

MONSIGNOR O'CONNELL: Mr. Toastmaster, Your Excellency Bishop Joyce, Father Collins, head table guests and members of the Association and friends. It is very pleasant, indeed, for me to be here at this particular Conferenc, and in a sense to celebrate, together with my classmate, Father Collins, in a way that few priests are privileged to celebrate an event, such hours with men who have been our friends and associates for so many years, the Fire-Men of our own localities and from distant cities and towns. They, in particular, have been most solicitous for the welfare of priests, and they have always been a good example at all times, not because priests were present, but because of the reverence and attitude they have for members of the clergy.

With Father Collins here tonight, I also thank Almighty God for the twenty-five years He has given me and Father Collins in the priesthood and for the opportunity during that time of working with and counting so many Fire Men as friends.

Thank you very much! (Applause)

TOASTMASTER KEEFE: Thank you, Monsignor O'Connell.

The wives and relatives of the officers are here at the middle table, along with our genial host, Jim Smith and Mrs. Jim Smith and their son, Jimmie. (Applause)

I am now going to ask all Past Presidents of this Association to stand and be recognized. (Applause)

Following our Banquet Session, there will be an old-fashioned Prize Waltz, in the Ballroom, so that we want to make a note of that, and we want every one to be there.

Our Speaker tonight comes from the State of Vermont. He has been consecrated a Bishop for a few years now, and it is an extreme pleasure for me to bring to you His Excellency, Bishop Robert F. Joyce of the Diocese of Vermont. Bishop Joyce! (Applause)

HIS EXCELLENCY ROBERT F. JOYCE, Auxiliary Bishop, Diocese of Vermont: Mr. President, Right Reverend Monsignor, Reverend Father, Distinguished Guests and Officers and visiting firemen and visiting fire ladies. You know, I have heard for many years the expression "visiting fire men" at conventions, but I have never been in the company of so many visting fire men at one time. It has been a great pleasure for me, and I have been anticipating this evening, having been told by John and Alfred about what a wonderful time you always have and the joy which I have already experienced in meeting among you has fulfilled all of my expectations.

A little while ago, when they introduced some city slicker from down around Boston, well, we country boys felt a little bit lost up in the woods of Vermont. I really began to feel jealous. I noticed the special applause for the city slicker.

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But I want you to know that there are a good number of Vermonters here; I noticed ten from Bellows Falls, John's headquarters. If we do not have the numbers, we have the quality. And you know something about the quality of your present President, John Keefe, whom we all love and admire very much, and also your know about the quality of your former President, the only other one, I believe, from Vermont, who is a Chief in my own home community of Rutland, whom all of us love and cherish, not only as a valued public servant, but also as a gentleman of the highest order.

And so I feel that I am in very, very good company, and that your association with men like Chief Keefe and Chief Koltonski will dispose you favorably towards myself and other Green Mountain boys!

I want to say, that I am going to bear in mind that dancing is following your Banquet Session this evening, so that you won't have to spend all evening listening to something that might approach a sermon. It is hard for us to get up and talk and not sermonize, but I shall try not to detain you from the important business of the evening, which will be in the Ball Room, and the other things which may follow later in the evening, all disbanding according to the Chaplain's orders, by eleven o'clock or a few hours later!

However, I am going to tell you a little story which Chief Keefe and Chief Koltonski have both heard, and which the Chief from Rutland told me to be sure to tell. It is about a Bishop. I have never told this story, until after I became a Bishop, near home, and when you hear the story, you will know the reason.

A Bishop went to give confirmation in a parish where the poor pastor was a fairly elderly man and had been beset a great part of his life with ill-health and was not able to give full vigor to his work. Things were badly run down in the parish, and the Bishop had heard such reports. When he got there for the Confirmation, he found things were worse than he had anticipated. He found the property run down, and the children weren't getting much instruction in religion; the Masses started late, and the people couldn't see the priest when they wanted to because of illness, and so forth. So he was quite disappointed, and he gave the pastor a scolding. He said to him:

"Of course, Father, I know that you are not well, and I know that you are along in years, but none-the-less the people aren't getting a fair deal, and it isn't right for these people not to have the proper spiritual care. Much as I regret it, I will have to do something about it."

Well, the poor pastor felt badly to have the Bishop call him down, almost the first thing on arrival. He couldn't do much about it that night.

The Bishop felt so deeply about the matter that he talked to the people about it. He said to them:

"You people here have had a very unfortunate period under the pastorship of your present pastor. But, I know that it is not altogether his fault. I know poor Father is an elderly man and he is not very well, but just the same, you people aren't getting the kind of care you ought to have, and I want to assure you that I am offering you my apologies and my regrets, and I am giving you the assurance that I am going to take steps to remedy the situation."

Well, the pastor was crest-fallen, to have the Bishop report him publicly. He couldn't say anything, of course. He was asked by the Bishop to address the children, who had been confirmed. So he thought that by all means, he would do so as it might be the last time he would address them and he said to them:

"My dear children, you have received Confirmation. It is a wonderful Sacrament, but it won't get you to Heaven. You have to correspond with Divine Grace, and unless you correspond with Divine Grace, the Grace of God, and try to keep the

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Commandments and live up to your duties, you might commit mortal sin and go to hell. Your parents, if they do not correspond with the Grace of God, might commit mortal sin and be up for the consequences. And even I, myself, have not only received Confirmation, but I have received Holy Orders, and I might do something the Bishop doesn't like, but the Bishop can go to hell!"

Of course, now you can see why I don't tell the story around Vermont!

Some time ago, when John asked me to come to this lovely event, I had in mind some things that I wanted to say to you, and they have been reinforced in my mind a great deal in my thinking on the subject in the meantime, because what I had to say and was thinking of saying, I often like to talk about it, is the making of some contribution by all of us towards bringing into the world some of the peace of God and some of the joy, the spiritual joy which the children of God ought to enjoy in this life, as well as the happiness which the good Lord certainly intended us to possess and which human beings can give to us in such large measure if they would, and which you and I can contribute to others, if we would.

You know, people are always discussing what is wrong with the world. A person with any kind of sense of obligation or responsibility says to himself, and I will bet that every one of you has said this to yourself from time to time:

"What can I do to make the world better, and what can I do to contribute something to this life that God has given to me, to make a little mark in the world, and leave something behind me that will be goodly and that would be good?"

We fail, I think, many times to realize our potentialities in that regard. We have presented to us every day international problems, and as you know, you can pick up the newspapers and the magazines and listen to the commentators on the radio and television, and you feel helpless, if you feel anything like I do. I don't know the answer to the troubles between Israel and the Jordan. I don't know how to solve that problem. And, as to the Pakistani, I didn't even know they existed until a reasonably short time ago. And when they talk about the problems of Saudi Arabia, I have to stop and ask where it is.

And so I think that probably many of you feel as I do, that we are not disposed and we are not prepared, nor are we capable of solving these big, international problems which are being talked about every day. But, there are some problems which we can solve and there are some things and some needs in this world about which we are capable of taking part in, because they are human needs and they are human problems, and all the human beings in the world who have those problems and who have those needs possess the very same nature that I possess and that you possess, and you and I know something about human nature because we have it. The good Lord made us all equal in that sense, at least, that we all have the same human nature, and we certainly ought to be able to understand each other's needs, and we ought to have compassion and sympathy and understanding and pity and mercy for other human beings, because we know how they feel, because of our human nature.

I don't have to read a book to know how a man would feel if he is sent to prison, because I know how I would feel. I don't have to have some one tell me how a man feels if he makes a failure of his business or his profession or of his marriage or other things in his life, because I know how I would feel. I don't need to have some one tell me how it is to be hungry and thirsty and naked and needing the necessities of life, because I know how I would feel. And every other human being, whether it be the poor man in prison, whether it be the beggar down on Skid Row, whether it be the guy we pick up in our cars on the highways, and whether it be our next-door-neighbor, who is in some need or trouble, I ought to

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know if I have a heart in me, and if I use the intelligence the good Lord gave me, how he feels, because he feels exactly the way that I would feel.

So that what we need, my dear friends, I think, most of all in this world of ours, what is lacking most in this world, are people who concern themselves about the needs of others.

You Fire Men and your wives and families are doing that all the time, because your lives are really lives of dedication. Yours is a profession.

Just a few days ago, I was reading in the New York Times that in New York serious movements have been started and they were started a few years ago, and they are now being revived, to have the police man's role treated as and considered as a profession and on an absolute par with other professional men. Of course, the fire man is in the same relative position as the police man is, because he is not concerned merely with rolling up hoses and unrolling them at the proper time and, going through the streets with the sirens blowing, for I have been very much impressed in my own community of Rutland and in some conversations with John and with other fire people whom I have had the occasion to know, with the extraordinary educational work which fire men do, in fire prevention.

You are like the doctors. The intelligent doctor to day would try to prevent a sickness and sorrow and pain before it begins. And so does the good police man. I learned that in the Army when I served with the Military Police as their Chaplain. I learned that their role in the Army was not to get those G.I. chaps who might get out of order once in a very great while; that was not their primary business. Their primary business was to keep them out of trouble. When they found that a fellow had a drink or two and perhaps had gone over the top and started some fireworks in a community, they would hustle him home and not put him under arrest and put him in the guard house, but they would get him out of trouble and try to keep him out of trouble.

The intelligent police officers make it their business to keep people out of trouble, the same as you, too, keep us from having fires.

I am always impressed with any profession, any dedicated work that has, as its foundation respect for human life. And every day, in the pictures we see in the newspapers and in the magazines, and in the accounts that we read, we see how fire men prize human life; they have a profound respect for a human life. They don't stop to ask whose life it is; they don't care whether it is a millionaire or whether it is the fellow down in Skid Row; if he is a human being, they know how he feels when he is trapped in a burning building and they are going to use all of their resources, at the risk of their own lives, as they so frequently do, and at the actual loss of their own lives to preserve that life of a man whose name they do not even know and whose position in life or whose importance to the world they don't know, and they don't care about it because they see in him that profound and God-given dignity which is his, as a human being.

And so I think that the fire men ought to be extremely proud of their profession, and extremely happy that they are dedicating their lives to the service of others, even to the giving of their own lives, to the protecting of human life, and the saving of human life, the protecting of human properties, because what good is life, if we don't have the things which we treasure and which we need to have to live as human beings, for if those are destroyed, it is sometimes like losing an arm or losing an eye, and you who are public servants, are devoted to the public good; you are not working for yourselves. Many times, I know that you are under-paid and under-appreciated. You devote yourselves to saving those lives and saving those things which are precious to enhance the comfort and the security of people's lives.

Now, I feel that I am getting close to a sermon, and I don't want to put you

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to sleep with any sermon or long talk. But, I just want to tell you a little story in that connection. I am watching the clock, too. I always tell this as having happened to myself, because I learned some time ago that if you tell a story on yourself, it is more fun for everybody than if you tell it on somebody else. You can believe it or not, as you please, as to whether this actually happened to me.

One Sunday morning, I was preaching a very eloquent sermon, as I always do; it was very inspiring, moving and beautifully couched in lovely phrases and filled with unction and the spirit of God. But, I noticed that right after I started in, at the third or fourth pew in the Church sat this husband and wife and the husband began to get drowsy. I hardly got going when he was drowsing, there, in his seat. His eyelids were heavy and his head was bobbing a little bit, you know, and he showed the obvious effects of sleeping sickness. He disturbed me a little bit. I felt my pride somewhat hurt, to think that this man would go to sleep during my eloquent sermon.

So I tried shouting at the top of my voice; I raised my voice as loud as I could, and I made all of these grandiose gestures. But, he kept drowsing. Then, I tried Bishop Sheen's style, getting down to the whisper-like tones, hoping that a change of pace might waken him up, but it had no effect.

I even stopped and gave him a twelve-pound look. I thought the silence might wake him up. But, no; he was just sleepier than ever.

Finally, he fell sound asleep. Then, in the meantime, all the people were nudging each other and pointing to him; they weren't paying any attention to my eloquence. It was getting very irritating, but I was plowing along as best I could, until finally, the man snored. Well, I thought that was adding insult to injury and I couldn't stand it any longer. People began to look, and the thing was getting out of hand. So I said:

"Lady," speaking to his wife, "please wake up your husband; he is disturbing the whole congregation."

She stood up and said:

"I'll do no such thing; you put him to sleep; now, you can wake him up!"
(Laughter)

So I don't want to have to get to the point where I will have to wake you up, and I think that the anticipation of the Ball Room and all of the other attractions will perhaps help you to survive during the very brief remaining moments that I will continue to speak.

Some years ago, I remember seeing a comment which I have always remembered and have had occasion to quote a few times. I think it was given at a commencement by a speaker to a group of young college graduates, and he said to them:

"Take care of your heart."

That was the theme of what he talked about all through the address. He wasn't talking about coronary thrombosis; he wasn't talking about angina pectoris. He was talking about the human side of the heart. And what he meant was in the sense of keeping your heart alert to the needs of other human beings. In other words, keep your heart from getting hardened. For that is the great danger to our hearts; it is greater by far than the danger of a coronary or of an attack of angina, and it would be a real disease that would be a real tragedy. A man can die with a coronary or an angina, and he can live for many years as we all know, if he takes care of it and keeps it human. Furthermore, if he doesn't keep it human, then he isn't worth keeping it alive, unless he learns to keep it human.

I would like to pass on to you that wonderful phrase, something we all need to emphasize and we all need to recall it to ourselves over and over again:

"Take care of your heart."

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You know, I think there is something wrong with our education, the education we give in the schools to our children, in our homes, the education we adults give to ourselves by our reading and our studying and our observations, because we train ourselves for skills; we send students to schools for years to become skilled in medicine or in engineering or in architecture or in art, music or many other things, but we do not seem to have anywhere a school or a body of educational material which provides for the human side of our nature, which makes it a specific object to teach us to be human.

It is a wonderful thing to know medicine, and to know architecture, engineering and to know hotel management and all of those things are wonderful and they have the knowledge and study which has been made of them have certainly contributed wonderfully to human happiness.

And yet, all this time, every human being has a human heart which is so capable of giving to others. We live with other human beings and thus we are able to enhance the joy of their lives by understanding their needs. And yet, we are sometimes too narrow with our aid to the needy.

We all understand, of course, that if a man loses his clothing in a fire, well, we all get together, the neighbors, and we clothe the naked man. We provide him with the covering he should have to live decently like a human being. But, we may forget that there is another kind of nakedness, the nakedness of shame, the nakedness of the man who stands before the world, covered with shame, because he has done something which has displeased himself, or because he has failed miserably, perhaps not by his own fault, or maybe it is, but that doesn't matter after all, for he has failed and he is held up before people as an object of derision and contempt and disrespect.

I submit to you that that man suffers more from nakedness, the nakedness of soul; as he stands naked before all the world in his shame, he suffers a thousand times more than he would suffer from his physical nakedness, due to lack of clothing.

There are so many people in the world who lack shelter of one kind or another, and we try to provide it for them. That is an elementary thing. But, we forget, I believe, that there are so many people in the world who lack the shelter of human love and respect.

As we all know, every human being craves a little measure of respect, however low he may be. He may come to you, intoxicated, and this has happened to me, as it happens to all of the clergy, I am sure, many times, and probably to you Fire Chiefs and to a great many others and to you housewives, too, but you cannot treat those people with contempt, for they know it. The minute you treat any human being contemptuously, you offend him because you offend God in him; you offend the dignity which is his, because he is a child of God. However low he may have fallen, he knows he is a child of God, and he knows that he has a right to a certain, fundamental, elementary respect because of that.

Well, I am just getting warmed up and then I could really give you a good sermon. But, I want to stop here, and I want to tell you a nice little story, which isn't especially funny, although it is a little bit so. But, to my mind, it is a very beautiful story, and it can be used to illustrate in some measure what I have been saying.

It is about a little girl, who went to the drug store with her mother. It was one of those drug stores where they sell everything except drugs, everything for the kitchen, for the household, fishing tackle, golf clubs, well, everything, and, I suppose, a certain amount of groceries, too.

Well, the mother was busy making her purchases there, around the drug store. This little girl, who was six or seven years old, was looking at all of these wonderful

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things that she saw, in the showcases, and her eyes were just popping out of her head. It was a great experience for her. Everything attracted her, and she had a great desire for some of the lovely things she saw. An elderly, kind-hearted gentleman came in, while this business was going on, and he spotted the little girl, and having taken care of his heart, he still had it intact and it was still human and warm, and responded to a little child. He went over with the little child and when she saw something that she especially liked he would buy it for her. The poor little child was speechless; she couldn't say a word. She would be pointing at something and he would say:

"Would you like it?"

And she would nod, and he would buy it for her.

When the mother got through with making her purchases, she saw that the girl had an armful of packages and she came over and sized up the situation and saw what had happened. She bowed graciously to the man and she said:

"Aren't you going to say something to this lovely, kind man, who has done such nice things for you?"

The little girl was still speechless; she looked at him and looked at the things and didn't say a word. Her mother said:

"Say something; you know what you ought to say to this nice man, and he will feel hurt if you don't say it,"

She hesitated, and then said: "Will you be here tomorrow?" (Laughter)

I think that is very lovely, because it seems to me that if that could be said about us, we would know we had taken care of our hearts. If a little child or a grown man or an old tramp or anybody would be hoping that we will be here tomorrow, wouldn't it be something?

And if there were a lot of people, if we had so taken care of our hearts during our lives that a lot of people would think and say about us, "Will you be here tomorrow?" wouldn't it be a wonderful tribute to the kind of life we had lived?

I cannot help thinking and preaching that the good Lord, on His Day of Judgment, if somebody comes before Him, no matter what mistakes he might have made, and we all make them, if they had lived such a life that the human beings with whom they had come in contact would be saying and thinking, "Will you be here tomorrow?" that our Lord probably would be quite pleased and probably would say:

"You will be here tomorrow, here in eternity with God Who made you and made all of those other human beings into whose lives you brought some compassion and understanding and mercy, pity and sympathy, and you will be here for an eternity of tomorrows."

That is what I hope for all of you. God bless you and keep you! (Applause)

TOASTMASTER KEEFE: Thank you, Bishop Joyce, for a very inspiring talk. You have taken the time out of your busy schedule, to be with us, and we thank you very much.

Andy Palmer, do you want to take over in the matter of the prizes, now?

MR. ANDY PALMER: Yes, and I want to say to the Bishop that we will be here tomorrow, and we hope you are with us, too.

BISHOP JOYCE: Thank you very much!

MR. ANDY PALMER: And now for the drawing of the prizes. First, I am going to ask Tom Slaman, to go up to Room 166 and bring down the female that is resting there, and then we will go on with our awards. First, I want to say to

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Mr. Smith that if the next tenant in the room should say: "I think there has been a dog in this room," he would be exactly right.

Now, having found two slips up your sleeve this afternoon, Father Collins, I would ask His Excellency to draw the prizes for us. Look at the red face on Father Collins.

BISHOP JOYCE: I have compassion on him. We must look upon him with sympathy and understanding!

MR. ANDY PALMER: All of our gifts tonight will go to Chiefs of our Association and you are drawing names of active Chiefs in our Association; furthermore, they must be present in the room.

Prizes donated by exhibitors were then drawn and given to the following Chiefs of the Association:

Chief Charles Piepenbrink of Cohasset, Mass.
Chief Harry W. Marr of Portland, Maine.
Chief Napoleon Guevin, Manchester, New Hampshire.
Chief Clarence Green of Concord, New Hampshire.
Chief Leon Burrows, Brattleboro, Vermont.
Chief Rene Dubois, Ludlow, Massachusetts.
Chief Albert Chadwick, Augusta, Maine.
Chief Walter Messer, Keene, New Hampshire.
Chief Ernest Sylvester, Brunswick, Maine.
Chief Bertrand I. Engley, Lincolnville, Maine.
Chief Donald Holbrook, Fitzwilliam, New Hampshire.
Chief Carl Randall, Topsham, Maine.
Chief Raymond Chandler, Prospect, Connecticut.
Chief Henry G. Thomas, Hartford, Connecticut.
Chief David Sleeper, Bar Harbor, Maine.
Chief John Laughlin, East Providence, Rhode Island.

This lovely puppy which you see here tonight again comes to us through our good friends, The General Electric Co. Perhaps you will remember two years ago they gave us a little puppy, and that dog went to Johnston, Rhode Island, and the reports are that it is doing very well and I believe is now in a family way, so that maybe next year we may have an off-spring from our puppy of two years ago. Now, this dog tonight goes to a Fire Chief. If, by any chance, the Chief whose name is drawn doesn't feel that he can care for the dog and doesn't want it as a home dog or a station dog, we will draw another name. The dog is a thoroughbred, and it has the papers to prove it; it should have a good home. I am sure our dog of two years ago has a good home, because I have seen it two or three times and I have photographed it in Rhode Island during the flood, it is a fire station dog down there in Rhode Island.

Let us now have the drawing!

The name of Chief Arthur Green of Malden, Massachusetts, was then drawn, as the recipient of the young puppy.

TOASTMASTER KEEFE: I shall now ask Father Collins to close this Banquet Session with prayer, after which there will be dancing in the Ballroom.

FATHER COLLINS: We give Thee thanks, O Lord, for these, Thy gifts, which Thou hast bestowed upon us, in Thy bounty. Amen!

(Whereupon, the Banquet Session was adjourned at 9:45 o'clock on June 27, 1956.)



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THURSDAY MORNING SESSION — JUNE 28, 1956

The Thursday Morning Session of the Annual Conference of the New England Association of Fire Chiefs convened at The Wentworth, on June 28, 1956, at ten o'clock, with President Keefe presiding.

PRESIDENT KEEFE: The meeting will please come to order. Gentlemen, we are going to start with the reading of the minutes of the last meeting.

SECRETARY O'HEARN: Mr. President and members of the Association. It is usually the custom for this Conference to approve the records of the last meeting. You have already received a copy of these minutes, including the new members. This red book that I hold in my hand is a true copy of the proceedings of last meeting, as well as the officers' meetings from the time of the last conference up to this conference.

Therefore, I move that this report be accepted as true copy of the business of the Association for the past year.

This motion was duly seconded by several of the members present and was carried.

PRESIDENT KEEFE: We will now have the reading of any communications received, by our Secretary.

SECRETARY O'HEARN: Mr. President and members of the Association, I have but one communication at this time, as follows:

"Best wishes for a most successful meeting. The Balsams will be honored to entertain your Association in 1957. (Signed) William E. Brown, The Balsams, New York Office."

PRESIDENT KEEFE: We shall now have the report of our Secretary, John W. O'Hearn.

TREASURER'S REPORT

1956

Following the custom of past years, your secretary-treasurer presents for your approval, a brief summary report covering membership and financial standing since our last annual report to closing of the books on June 1, 1956.

The Treasurer's books show in detail, all receipts and expenditures during the past twelve months as testified to by the Auditing Committee, appointed by the President, as per by-laws.

The total membership reported June 1, 1955, was 1311 of which 780 were active members and 531 were associate members.

The total membership as of June 10, 1956, is 1390 members.

During the past year, we have lost by death (17) active members and (11) associate members, an unusual record number. (45) members were dropped for non-payment of dues, leaving a total balance of \$306.00 due us, and (4) resigned from membership. A total loss of 77 members. We admitted 150 new members during the year.

As the Association increases in membership, the indebtedness continues to show an increase, even though the annual dues remain at the same old minimum with which we started. It is hard to understand why so many members will pinch that \$3.00 until it is \$6.00, then they get out.

At this time, 544 members owe \$3.00 each and there are 138 who owe \$6.00, 121 of whom will owe \$9.00 after the Conference. All have received their notice of in-

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debtiness and those in arrears for two years will be dropped from the roll after the Conference.

These figures are surprising, and, because of loss in dues, our usual good showing of increased annual earnings has taken a serious slump.

Because of the unusual disregard for payment of dues, together with the continuing cost of doing business, I am unable to report any great increase in finances. In fact, the slight increase is the result of interest earnings, and is but \$90.71, for the year.

The amount due from 682 members is \$2460.00, while 708 members were paid up before June 15th. All should be reminded that our by-laws provide for "advance payment of dues."

The ever increasing cost of doing business is a challenge to us that must be given serious consideration. We must try and reduce our cost of doing business, and each member should use his best efforts to increase membership or face the problem of increased dues which is not popular and I believe it can be avoided.

During the past year your officers have held but two meetings.

The first meeting was held on December 7, 1955, at the Hotel Statler, Boston, where we discussed our problems and started work for our 34th Annual Conference.

The second meeting was held on May 8th at The Rockingham, Portsmouth, New Hampshire, where we again were the guests of our genial host, Mr. James Barker Smith. The meeting was well attended, reports of various committees were heard and discussed and final arrangements for the June conference were completed. The entire cost of this meeting to us was \$45.80.

As usual, brief reports of the business conducted at these meetings will be found in the Annual Report.

Your officers continue to do all possible to keep expenses at a minimum and still give you the type of conference that you desire for the improvement of the work you are engaged and for the benefit of the communities you serve.

The total membership June 10, 1956, was 1390, of which 821 are active members and 569 are associate members, classified by states and include our insurance section of 17 and honorary membership of 46.

MAINE	102	ILLINOIS	1
NEW HAMPSHIRE	104	INDIANA	1
VERMONT	52	IOWA	2
MASSACHUSETTS	681	LOUISIANA	1
RHODE ISLAND	131	MARYLAND	1
CONNECTICUT	233	MICHIGAN	2
NEW YORK	28	OHIO	7
NEW JERSEY	22	OKLAHOMA	1
ALASKA	1	PENNSYLVANIA	5
CALIFORNIA	3	SO. CAROLINA	1
CANADA	3	NO. CAROLINA	1
COLORADO	2	VIRGINIA	1
FLORIDA	2	WISCONSIN	1
		WASHINGTON	1

On June 1, 1955, the cash balance of the Association was \$15,555.65.

On June 1, 1956, the cash balance is \$15,646.36. Of this amount \$2,871.54 is deposited in the Union Market National Bank Checking Account, Watertown, Mass.

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\$2,335.77 is deposited in the Watertown Savings Bank and \$8,959.05 is deposited in the Watertown Federal Savings and Loan Association.

Included in the cash balance of June 1, 1956, the Association owns government war bonds, the present value of which is \$1,480.00, with a maturity value of \$2,000.00. These bonds are placed in the Union Market National Bank vault.

With reference to the funds deposited in the Watertown Federal Savings and Loan Association, I present the following statement from the bank:

Dated: May 29, 1956

Mr. John W. O'Hearn, Secretary-Treasurer
New England Association of Fire Chiefs
206 Mt. Auburn Street
Watertown, Mass.

Dear Mr. O'Hearn:

In reply to your letter of May 23, our records indicate that the Association has the following accounts with us:

Savings Account No. 7088	\$1,868.24
Savings Account No. 14093	3,090.81
Certificate Account	4,000.00

Thank you for this opportunity to be of service to you.

(Signed) Lawrence Anderson, Asst. Treas.

I thank all who have contributed toward the success of the Association and for the cooperation of the officers.

Respectfully submitted:

JOHN W. O'HEARN
Secretary-Treasurer

Boston, Mass., December 7, 1955

The first meeting of officers and committees for 1955-56 was held on the above date at Hotel Statler, Boston.

The meeting was called to order by the President, Chief John E. Keefe, at 3:45 P.M. with all present except Chief Henry G. Thomas of Hartford, Connecticut, a member of the Topics and Change of Constitution and By Laws Committee, who found it impossible to be with us because of a previous commitment compelling him to attend a very important Federal Civil Defense meeting at Battle Creek, Michigan.

Chief Henri E. Fortier, Manville, Rhode Island, Past President, a member of the Committee on Change of Constitution and By Laws, notified the secretary that because of business over which he had no control, it was impossible for him to attend the meeting.

Following the custom of previous years, the secretary presented a complete printer's copy of the proceedings of the THIRTY-THIRD Annual Conference together with some photos as they would appear in the report. The report is going forward with the printer and should be ready for distribution shortly after January first, 1956.

On motion of the secretary, the report was accepted as a true copy of the proceedings of our last conference, the Directors' business meetings and the work accomplished during the past year.

The secretary reported the following deaths of members since the conference in June:

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*PERCY W. MAGUIRE, Maine Fire Equipment Company, Lewiston, Maine, admitted Sept. 15, 1950; died April 4, 1955.

ABEL S. ELDRIDGE, Chief, Newport, Rhode Island, admitted July 6, 1938; died July 6, 1955.

*A. WARREN CARPENTER, Chief, Charlton, Mass., admitted Nov. 12, 1952; died Oct. 18, 1954.

PHILIP A. WOOD, Danvers, Mass., admitted June 21, 1932; died June 20, 1955.

BERT L. MARTIN, ex-Supt. Fire Alarm, Mansfield, Mass., admitted June 20, 1927, died July 13, 1955.

WILLIAM E. DAVISON, ex-Chief, Sudbury, Mass., admitted June 24, 1931; died August 30, 1955.

W. HAROLD ODDY, Chief, Noroton, Conn., admitted April 6, 1937; died October 2, 1955.

*THOMAS H. O'DONNELL, Northampton, Mass., admitted June 19, 1950; died October 4, 1954.

GORDON H. LITCHFIELD, American Lafrance Company, admitted November 4, 1937; died November 4, 1955.

L. B. BUCHANAN, ex-Chief, Woburn, Mass., admitted November 10, 1923; died November 9, 1955.

L. J. CREASER, American Lafrance Company, admitted June 22, 1931; died November 19, 1955.

GEORGE E. McGAW, Chief, Fall River, Mass., admitted October 15, 1940; died November 25, 1955.

* Notice of these members' deaths was not received in time for announcement at June Conference.

The secretary read a letter received from Chief Thomas explaining his inability to attend the meeting.

The secretary also read a letter received from Mr. John J. McWalter of the McWalter Insurance Agency, Concord, Mass., a pioneer member of our Insurance Members Section. This letter was accepted with much encouragement and was discussed by the meeting. The secretary reported that the insurance section had not been eliminated but that the Insurance Section members' dues would be the same as the other members, \$3.00 annually, instead of the \$5.00 fee they had been paying.

The secretary provided a report of membership standing at this time, reporting a total membership of 1335. He announced that 199 members were in arrears; 50 owed \$6.00 each to June, 1956, and 149 owed \$3.00. The secretary stressed the importance of increasing the membership, especially among the Plant Chiefs and men in the Insurance field.

The secretary announced receipt of acknowledgements for courtesies, or sympathies extended, from the following:

Family of the late Chief Abel S. Eldridge, Newport, R. I.

Family of the late Philip A. Wood, Sr., Danvers, Mass.

Mrs. Mildred S. Allen, Brookline, Mass.

Bert L. Dyer, Whitman, Mass.

Chief George C. Graham, Bristol, Conn.

Family of the late Thomas H. O'Donnell, Northampton, Mass.

Family of the late Bert L. Martin, Mansfield, Mass.

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Family of the late L. B. Buchanan, Woburn, Mass.

Family of the late Chief George L. McGaw, Fall River, Mass.

Percy Charnock, Boston, Mass.

Chief Miland H. Jordan, Springfield, Vermont.

A general discussion followed here with reports of committee chairmen which were brief since the committee chairmen do not get to work much before the first of the year in preparation for the June Conference.

The problem of opening time for the June Conference was discussed and it was voted to open at 11:00 A.M. on Monday, June 25, 1956.

It was also voted to omit advertising of the Clam Bake and Cocktail Party, that is, the day and time, and instead have it announced after the opening of the Conference.

The Committee on Changes of By Laws was invited to attend the meeting and a private room was provided for them to discuss their problems. Present were: Chief John Adams, Marblehead, Mass.; Chief Harry E. Marr, Portland, Maine, and Chief Miland Jordan of Springfield, Vermont. Chief Adams made a brief report to the officers and made no requests or commitments.

The final discussion was chiefly in reference to the question of, whether all who are expected to register at The Wentworth on Sunday, June 24, will be permanently assigned their rooms on that day for the duration of the conference?

The secretary was instructed to write to Mr. Smith, Managing Owner of The Wentworth, and receive in writing from him, a definite answer to this question. These instructions were carried out by the secretary on February 1st and each officer was notified in writing and given a copy of Mr. Smith's reply which was entirely satisfactory.

All officers and committees present sat in to dinner at 6:30 where discussion followed during the repast.

The meeting adjourned at 9:00 P.M. to meet the following day with the Fire Chiefs' Club of Massachusetts at their Annual Christmas Party.

Respectfully submitted,

JOHN W. O'HEARN,

Secretary

Portsmouth, New Hampshire

The second meeting of all officers and committees was held on Tuesday, May 8, 1956, at the Rockingham Hotel, Portsmouth, New Hampshire. All were present with the exception of Chief Henry G. Thomas of Hartford, Connecticut, a member of the Program Committee, and Andrew P. Palmer of the Exhibit Committee, who sent their regrets at not being present due to previous commitments.

The meeting was called to order by President John E. Keefe at 11:10 A.M. He called on the Secretary to read the records of the Officers' first meeting held December 7, 1955, at the Hotel Statler.

Following the reading of the records of the December meeting, which were accepted, the Secretary reported the deaths of the following members since the December meeting:

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*DONALD S. McPHERSON, Honorary Member and Ex-Chief, Winsted, Conn., admitted May 18, 1936; died March 27, 1954.

(* Secretary received notice of this death January, 1956.)

JOHN J. SHEEHAN, Ex-Chief, First Dist. 2, Dartmouth, Mass., admitted April 28, 1951; died November 26, 1955.

THOMAS J. FUREY, Chief, Thompsonville, Connecticut, admitted April 6, 1945, died December 9, 1955.

DANIEL B. TIERNEY, Ex-Chief, Arlington, Mass., Past President, New England and International Association of Fire Chiefs, admitted May 16, 1925; died January 13, 1956.

LT. COL. S. L. JOHNSTON, Melrose, Mass., admitted June 27, 1944; died February 16, 1956.

*ARTHUR L. DANIELS, Chief, Amherst, New Hampshire, admitted August 27, 1951; died November 26, 1954.

(* Notice of this death was received by the secretary February, 1956.)

EDWARD B. LANE, Ex-Chief, Wellfleet, Mass., Honorary Member, admitted September 29, 1934; died February 25, 1956.

FREDERICK LEO NORTON, Chief, J. L. Thomson Mfg. Company, Waltham, Mass., admitted May 28, 1953; died March 10, 1956.

GEORGE L. CHURCH, Ex-Acting Chief, Cambridge, Mass., admitted January 7, 1947; died March 16, 1956.

JOHN C. McNALLY, Ex-Chief, Somerville, Mass., admitted July 10, 1953; died March 27, 1956.

STANLEY R. KINGMAN, Box 52 Association, Arlington, Mass., admitted June 20, 1927; died March 30, 1956.

FRED M. DODGE, Ex-Dist. Chief, Concord, New Hampshire, admitted June 14, 1934; died April 16, 1956.

The secretary announced acknowledgements received from the following in appreciation for sympathies or courtesies extended:

Mrs. Harold E. Nickerson, Brunswick, Maine.

The Family of Ex-Chief John F. Moroney, East Hartford, Conn.

James B. McLaughlin, American Fire Equipment, Co., Boston.

The Family of the late Chief Thomas J. Furey, Thompsonville, Connecticut.

Harold Estabrook, Arlington, Mass.

Chief David A. Sleeper, Bar Harbor, Maine.

Mrs. Lyman L. Lamphere, Naugatuck, Connecticut, Wife of Ex-Chief Lamphere, who is an Honorary Member.

Chief John V. Stapleton, Boston, Mass.

Mrs. Katherine Tierney, Arlington, Mass.

The Family of the late Chief John C. McNally, Somerville, Mass.

Mrs. Edith I. Sheehan, Dartmouth, Mass.

Chief Harry J. Butler, Norwood, Mass.

The Koltonski Family, Rutland, Vermont, on the death of Chief Koltonski's mother.

The family of the late Chief Fred M. Dodge, Concord, New Hampshire.

Chief Richard Salamone, Needham, Mass.

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The secretary announced the receipt of two letters from the City of Northampton, extending an official invitation to the Association to hold their Annual Conference in that city. Since the place of holding the 1956 conference had already been decided and since the place of holding our next Conference is voted in Convention in June, no action was taken on the invitation.

A letter was also received and read by the secretary, from Mr. James Barker Smith, stating that Mr. and Mrs. Smith would like to hold their party for the members on Sunday, June 24. It was agreed to accept Mr. Smith's invitation and announce the time of the party in the program which every member will receive.

The secretary called attention to another letter received from Mr. Smith, giving his assurance that no member would have to wait for their room and that everyone would receive their permanent rooms when they register at The Wentworth.

The secretary announced the receipt of a letter from William K. Brown, Base Fire Chief, Portsmouth Air Force Base, Portsmouth, New Hampshire. This letter contained some corrections for the secretary regarding the Portsmouth Air Force Base. In a letter sent out to members April 1st, some statements were made regarding the number of fire stations on the base and the name and location of the base. Chief Brown informed the secretary that while the Base is in two townships, the official name is the Portsmouth Air Force Base, Portsmouth, New Hampshire, and while the base hopes to enlarge on the number of pieces at a future date, it now has but 12 pieces of apparatus and two fire stations.

President Keefe called attention to the meeting of the NFPA to be held June 4 to 8 in Boston.

On motion of the secretary it was voted to grant Honorary Membership to Ex-Chief Clayton W. Bishop of Onset, Mass., and Ex-Chief David W. Harford, South Norwalk, Connecticut, and W. M. Ickrath, retired, Gamewell Company, Springfield, Mass.

On motion of Chief Bartholomew A. Curran, Scituate, Mass., it was voted to grant Honorary Membership to Ex-Chief Joseph L. Oliver of Cohasset, Mass.

The above motions were unanimously adopted.

President Keefe called for a report from the Conference Committee Chairman, calling first on Chief Oliver T. Sanborn of the Reservation Committee, who reported that 486 had made reservations up to May 6th, and that 385 of these were received by him from April 3 to 5, indicating the demand for the Class "A" reservation.

Chief Joseph E. Scanlon, reporting for the Topics & Speakers Committee, distributed a tentative copy of the Program which President Keefe announced looked good. Chief Scanlon was enthusiastic about the tour the members are to take to the Portsmouth Air Force Base, on Monday afternoon.

Chief Bartholomew A. Curran, Chairman of the Exhibit Committee, reported that 50% of the Exhibit space had been sold and that by Conference time he was sure that all stalls would be taken.

Chief Alfred H. Koltonski, Chairman of the Registration Committee, announced that due to the early opening of the Conference, some registrations would go on Saturday evening and Sunday, if necessary.

President Keefe announced that His Excellency Robert Joyce, Auxiliary Bishop of Vermont, would be the banquet speaker.

The opening program of the Conference was discussed and the secretary was instructed to invite the Governor of New Hampshire and the City officials of Portsmouth and New Castle, N. H., to participate in opening exercises.

It was voted to extend an invitation to Chief Lewis A. Marshal of Providence, Rhode Island, to Respond to the Addresses of Welcome.

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The order of the program was discussed at length and plans were completed. The President adjourned the meeting at 12:30, for lunch.

The ladies met with Mrs. Kathryn Keefe and completed their program which promises to be entertaining for all the ladies who attend the conference. The secretary was given a copy of the program for the printer.

All adjourned to a private dining room where we were the guests of Mr. James Barker Smith and enjoyed a fine lobster dinner. Mr. Smith sat in with us and was called upon by President Keefe to say a few words.

President Keefe called upon Chief George C. Graham, Bristol, Connecticut, past president, to introduce his guest, Mayor James P. Casey, who is Chairman of the Board of Fire Commissions for the city of Bristol, Conn.

Respectfully submitted,

JOHN W. O'HEARN,

Secretary

PRESIDENT KEEFE: Gentlemen, you have heard the report of the Secretary-Treasurer. What are your wishes?

CHIEF KOLTONSKI (Rutland, Vermont): I move that the report of the Secretary-Treasurer be accepted, as read.

This motion was duly seconded by several of the members present.

CHIEF ADAMS (Marblehead, Mass.): I think that our venerable Secretary has rendered us a fine report, and I think that it is a pretty full report, because he went right down through the unpaid members, and I think that the Association should be fully aware of the fact that we are shy of finances. I think it is deplorable, when he tells us how many owe \$3.00 and \$6.00. If you want to keep this Association active, then our members had better pay their dues from all the States. I do not refer to any one state. I think our Secretary made a very fine report, and I think it is outstanding, and I think that John should be given credit for bringing before this Association the number of unpaid members.

I hope that there are no unpaid members present here today, who will exercise the vote.

SECRETARY O'HEARN: I agree with the last speaker. I don't always agree with him, as you know, but I do at this time. Now, there is a question as to what is a delinquent. By delinquents, or unpaid members, our records will show that 90 per cent of those men have received five notices from me, and the last one was later than you got your Conference letter, because a special letter went out to them. Yours was dated about the 15th of June, if I remember correctly, and, within the next three days those fellows were sent what we call the Red Card; we try to make it attractive, and we try to get them to read it, and pay up.

I never saw anything like it for getting \$3.00 out of them. In my own State, which I think is one of the best States we have for payment of dues or expenses by cities and towns for members to Conferences or meetings of any kind, by golly, there are some of them who don't even let the Town pay their dues. They won't pay them, and yet they won't let the Town or City pay them. We have had Chiefs in the same city or town, who have always paid their dues, but a new man comes in, and he's afraid to put that \$3.00 bill into the Town or City budget.

However, I wanted to let you know what we are doing to get that money in.

We have a Chiefs' Club in Massachusetts, with something over 300 members, and it would do your heart good to hear the report of the Secretary of that Association. I don't believe there were over seven people out of the 300 who owed dues, in that report that I heard in May.

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Now, we give them something for their dues, just the same as the Club does. But, they meet more often, that's all. That Secretary has probably eight or nine months out of the year when he meets members face-to-face, and I guess they must get ashamed to meet him and not have their dues paid.

I wish you could know some of the tricks that are pulled off on me. Believe it or not, just think of this one. What is the total registration, Al?

CHIEF AL KOLTONSKI: It is 621.

SECRETARY O'HEARN: Last year, we know we had 608 who came up to the desk and got a badge and registered; but we know that there were 800 here last year. So that you can see this falling off. We have had a better attendance here today than we have had many times. They are here, but some of them saved the \$2.00 registration fee at the desk. There are men here, and they haven't even paid their dues. I wonder how many did that? Whether I am here next year or in ten years, I will say that it's a damned mean trick! (Applause)

PRESIDENT KEEFE: The question is on the report of the Secretary-Treasurer. Are you ready for the question?

(The question was then called for.)

All those who are in favor of the motion for the acceptance of the report of our Secretary-Treasurer will please signify by saying "Aye"; those opposed "No".

(There was a chorus of "ayes" and the motion was carried.)

PRESIDENT KEEFE: Next is the report of the Auditing Committee, by Chief Francis Dagon.

CHIEF FRANCIS DAGON: Mr. President, the Auditing Committee has audited the Treasurer's books and found them to be in excellent condition.

CHIEF HENRY THOMAS: I move that the report of the Auditing Committee be accepted.

(This motion was duly seconded and was carried.)

PRESIDENT KEEFE: May we now have the report of the Registration Committee, by Al Koltonski?

CHIEF KOLTONSKI: Mr. President and members: I have the pleasure to report for the Registration Committee, as I have done for the last eleven years. As John has said, it is rather hard to collect dues from some of the fellows, and it is also hard to collect the Registration Fee. We know that a lot of people are here who do not have badges.

On Sunday, we registered 89 active members, 23 associate members, 1 male guest and 98 ladies, or a total of 211. We took in two new members. And we took in a total of \$324.00.

On Monday, we registered 100 active members, 68 associate members, 6 male guests, 101 ladies, 15 new members, and we took in registration fees of \$449.00.

On Tuesday, we registered 34 active members, 54 associate members, 7 male guests, 44 female guests, or a total of 139, and we received \$234.00. We took in 13 new members.

On Wednesday, we registered 36 active members, 22 associate members, 11 male guests, 27 ladies, or a total of 83, and we took in \$152.00. We also took in 14 new members.

There were three who paid \$6.00 back dues, and one who paid \$9.00 back dues. We took in a total of 40 new members.

The total money received at the Registration desk was \$1,729.00 (Applause.)

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PRESIDENT KEEFE: Gentlemen, you have heard the report of the Registration Committee. What is your pleasure?

CHIEF GRAHAM: I move the acceptance of the report of the Registration Committee.

(This motion was duly seconded and was carried.)

PRESIDENT KEEFE: Chief Curran, could we have the report of the Exhibit Committee?

CHIEF CURRAN: I have only a partial report of the Exhibit Committee at this time, because the expenses are not all in. We have estimated receipts of \$2,460.00. When all the figures are in, a complete report will be made for the record and handed to the Secretary-Treasurer.

I want to thank the members of the Exhibit Committee for their efforts and cooperation. I want to thank the Rhode Island group. They got up at six o'clock this morning and went down and did the work, there.

PRESIDENT KEEFE: Gentlemen, you have heard the report of Chief Curran. What is your pleasure?

CHIEF THOMAS: I move that we accept the report of Chief Curran, for the Exhibit Committee.

(This motion was duly seconded and was carried.)

Next is the report of the Resolutions Committee, by Chief Thomas.

CHIEF HENRY THOMAS (Hartford, Conn.): I have two resolutions here that the Committee wishes to present. The first one is based on an editorial in FIRE ENGINEERING Magazine for June of this year. It also has a bearing on the Panel Discussion that was conducted by Percy Charnock and his group here on Civil Defense. The subject is that of "Matching Funds."

I would like to highlight some of this editorial, Mr. President and members of the Association, so that you will have a better understanding of the resolution which I shall present to you.

Let me quote from the Editorial:

"In April, 1956, the matching funds program of the Federal Civil Defense Administration was terminated, at least insofar as it bore upon certain facilities for the fire service.

"There is talk about the program being renewed, and possibly expanded to cover additional needed fire control equipment. We devoutly hope so."

And certainly, this Conference hopes so, if we can tell by the discussion engendered by Percy Charnock's Panel.

"That hope is inspired by several developments, the most important being that of all the millions spent in the name of Civil Defense in the past year, those dollars invested in fire apparatus and equipment, and communications produced, we believe, the most substantial return on investment. Furthermore, the investment is returning immeasurable dividends in safety and efficiency day after day to both the public, and to the fire service itself.

"Our only complaint at present is that the F.C.D.A. matching funds were so limited that even many of the target areas were unable to avail themselves of them. Of course, on this point, it must be admitted that in many cases the failure to secure them was not so much a question of lack of funds, as of procrastination on the part of those who should have made application for those funds.

"But wherever government, state and local forces combined to present their requests, supported by the necessary substantiating data, they got action.

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"The fire service is the first to be called, the first to respond with the trained personnel and the necessary mechanical and other facilities, when a catastrophe of any kind strikes. That it has been able to justify the faith of those who have called upon it in time of crisis, is in no small measure due to the material assistance provided by F.C.D.A.

"We cannot vouch for the amount or condition of the Civil Defense stock-piles of other things, either given outright or on some matching basis, to other Civil Defense services. By their very nature, most such stocks have only 'standby' value. They must await the suitable emergency before they can be of any good. But it is different with the communications and other F.C.D.A. facilities procured, on matching funds, for the fire service. Such assets are 'operating assets.' They may wear out, but they won't rust or rot out! In short, they are for the most part in day-by-day use against deadly, destructive fire, and whatever other emergencies they may be required to meet. Thus, the nation's stockholders, including the fire forces, are getting some tangible and profitable return for their money.

"In the light of this evidence, as well as their value as essential fire defense reserves, which they provide against the ever-prevailing threat of enemy attack, FIRE ENGINEERING urges for the future an even more comprehensive and energetic program of F.C.D.A. matching funds for the fire service."

May I now, Mr. President, present the resolution that has been prepared, to support that editorial, to support it in our own interests.

The Committee has approved the resolution, and it has also the approval of our Technical Consultant, Mr. Roi B. Woolley.

It reads as follows:

RESOLUTION

WHEREAS, the matching funds program of the Federal Office of Civil Defense has been terminated, and

WHEREAS, the funds invested in this program for creating and strengthening the reserves in the nation's fire service have already produced, and are producing definite returns on an investment in the form of improved fire defense and enabling the Fire Service to meet the present and potential threat of destructive, devastating fire, and

WHEREAS, this matching fund program unfortunately has been terminated at a critical period, when it is more important than ever before that the nation's fire protection forces be not only brought up to full strength but improved to provide for possible threat of enemy attack,

THEREFORE BE IT RESOLVED that this New England Association of Fire Chiefs in Conference this 28th day of June, 1956, urges that the Federal Government of the United States and the Federal Civil Defense Administration be urged to prepare an even more comprehensive program of matching funds for the Fire Service,

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and to effectuate such program at the earliest possible moment in the interest of national security and preservation of the nation's economy.

AND BE IT FURTHER RESOLVED: That the attached evidence in support of this program, in the information contained in the appended Editorial from FIRE ENGINEERING Magazine, be duly recorded in the annals of these Federal and other authorities.

CHIEF HENRY THOMAS: Mr. President, I move the adoption of that resolution which I just read.

This motion was duly seconded by several of the members present.

PRESIDENT KEEFE: Is there any discussion on this motion? If not, all those who are in favor of the adoption of this resolution will please signify by saying "aye." Those opposed?

There was a chorus of "ayes" and the motion was carried.

CHIEF HENRY THOMAS: You will also remember the Panel that Roi Woolley conducted the other day, and the many topics that were discussed and have been discussed from year to year at this Conference.

Mr. President, the various members have indicated their interest in such a Panel and in other years the time has been all too brief; this year, I think, through your Planning Committee and the Officers who plan for your program, you did give time enough to make a most interesting morning.

One of the subjects discussed was the use of thruways, speedways, and other improved traffic arteries, and our concern, the concern of the fire service in accessibility to those highways, movement of emergency vehicles, fire protection thereon, such as water supply and many other items discussed. This resolution lays emphasis on that subject, putting our Association on record, asking that something be done.

RESOLUTION

WHEREAS, the continuing extension of the thruways, speedways and other vital transportation arteries throughout New England States, and the attendant traffic, both in volume and complexity, are producing ever-increasing hazards of fire, explosion with resulting threats to life and property, and

WHEREAS, these arteries are vital to the fire service to provide rapid, uninterrupted movement of fire fighting facilities from where they may be located to where they may be needed in time of major disaster, including enemy attack,

THEREFORE BE IT RESOLVED, that the New England Association of Fire Chiefs in Conference this 28th day of June, 1956, does hereby petition the authorities of the States concerned in this important development to consult with the fire services in the respective States for immediate study and conference to the end that suitable effective programs may be established to protect life and property, and meet present and future emergencies arising from this situation.

CHIEF HENRY G. THOMAS, Chairman

CHIEF HERBERT F. TRAVERS

CHIEF ALLEN F. PAYSON

Committee on Resolutions

Mr. President, I move the adoption of that Resolution.

This motion was duly seconded by many of the members present and was carried unanimously.

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REPORT OF COURTESIES COMMITTEE

The New England Association of Fire Chiefs offers its heartfelt thanks and appreciation for the fine and wonderful cooperation extended to them by all who participated in making such a success of the 34th Annual Conference, held here at The Wentworth By The Sea, New Castle, New Hampshire.

Acknowledgement is hereby made to Honorable Raymond K. Perkins, who represented His Excellency Governor Lane Dwinell of New Hampshire; Honorable John J. Leary, Mayor, City of Portsmouth; City Manager Robert V. Violette; Honorable Ralph S. Frobisher, Selectman, Town of New Castle; Chief Walter R. Messer, Keene, New Hampshire, President, New Hampshire Fire Chiefs Club; Chief Frederick R. Crompton, Portsmouth, New Hampshire; Chief Thomas H. Webb, New Castle, New Hampshire; His Excellency Robert F. Joyce, Auxiliary Bishop, Diocese of Vermont; our genial host and hostess, Mr. and Mrs. James Barker Smith; our Chaplains, officers and committees.

Our stay here has been most delightful, and therefore, Mr. President, it is the recommendation of your Committee, that our sincere thanks be extended to these people.

Signed, CHIEF LEWIS A. MARSHALL, Chairman
CHIEF JOHN E. CORCORAN
GEORGE C. GRAHAM

PRESIDENT KEEFE: Gentlemen, you have heard the report of the Courtesies Committee. What is your pleasure?

MR. CHARNOCK: I move the adoption of the report of the Courtesies Committee.

This motion was duly seconded and was carried.

PRESIDENT KEEFE: Are there any other Committees to report at this time that I have neglected to call?

CHIEF ADAMS (Marblehead, Mass.): The Committee appointed by you at the last Conference held two meetings. Is this the proper time to bring it up, about what they decided, and how they voted?

PRESIDENT KEEFE: Yes, it is.

CHIEF ADAMS: In the appointment by the President at the last Annual Conference, it was inadvertently overlooked that there was no member chosen from the State of New Hampshire. That left us with five members. We had a meeting on December 7th, as your Treasurer referred to it, at the Statler Hotel, and there were only three members present, Chief Marr of Portland, Chief Jordan of Springfield, Vermont, and myself. Chief Thomas and Chief Fortier were absent.

We had a meeting Tuesday afternoon, here, at the termination of the New England Division meeting of the International Association, and it was decided that the Committee, or it was the consensus of opinion that the Committee should be extended for one year, if that is the will of the Conference. And, if it is, I think that the President should be empowered to include a duly appointed man from the State of New Hampshire. If it is your will that the Committee be extended for another year, for the purpose of coming in to offer you recommendations or suggestions on the Revision of the Constitution and By-Laws of this Association, we have discussed

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it pretty well, and I think that Chief Fortier and Chief Thomas, Chief Marr, and unfortunately at that meeting Chief Jordan was absent, but that is the sum and substance of it.

If you think this merits any continuation, again I think I would recommend to you that it be extended, and whether the membership is changed or not, that is immaterial to me; I will leave it up to you gentlemen. But, I think for the blood stream of this Association, there should be a definite change in the Constitution and the By-Laws, without any personal offense to any individual, and it would not affect any active Fire Chief.

I think that the active Fire Chiefs are certainly the ones to carry on the work here. But, I don't know whether I need to say a great deal further on the subject, except that I refer to Section 12, and it amused me, and I think that John probably feels the same as I do about it. In Section 12, it says that the Secretary shall not register or give a badge or extend any courtesies of the Conference to any one other than ladies, and so forth, such as representatives of the press, honorary life members and life members, except upon the payment of the regular membership fee.

Well, now, from what our genial Secretary read here, you can really appreciate how many were registered that hadn't paid their dues.

So that I will leave it up to you gentlemen, and I think that the time has long passed to let this thing go by as it is.

Now, some of the younger fellows talk about Civil Defense, and what they will do, and you know there are a lot of fellows from the smaller communities, and the Fire Chief's job is not their vocation. They devote a lot of time to it, and they are very conscientious, and I think there are capable men sitting amongst you fellows who can carry out any detail which is required to make any Conference, whether it is here or somewhere else, successful, and I am only interested in this way of doing it.

The handling of this thing is really up to you.

PRESIDENT KEEFE: You have heard Chief Adams' Report on the By-laws Committee. What is your pleasure?

SECRETARY O'HEARN: Mr. President, I can't let that remark of the "blood stream" get by. I might add that as usual, he has the wrong blood stream, for that is the best chance we have of getting the dues. There is a man in the audience who is responsible for the men getting their badges, and they don't get them unless their dues are paid. Al Koltonski has been on the desk, and they don't get by him; he has been appointed by the various Presidents year after year and he has been looking out for the money. I will bet that Al hasn't let anybody get by, without paying their dues, and I don't know where Jack gets his information.

CHIEF ADAMS: I got it from your report.

SECRETARY O'HEARN: I didn't say anything about the registration.

CHIEF ADAMS: I want to say for the benefit of the members of the Association that we know there are special details and important details, and so forth, and we are glad to have them carried out in the very proper manner and efficient manner and that has been done in that way, as long as I can recall, for several years. But, I want to call to the attention of the majority of the Association that the time has long passed when there are too many free loaders. Period.

PRESIDENT KEEFE: Is there anything further to be said, or is there any motion to be brought up on Chief Adams' report?

CHIEF KIMBALL: Mr. President, I move that a Committee be continued.

A MEMBER: I would like to nominate Chief G. Napoleon Guevin, Manchester, New Hampshire, to that Committee.

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PRESIDENT KEEFE: Do you want to include that in your motion, that the Committee be continued, and that Chief Guevin of Manchester, New Hampshire, be placed on the Committee?

CHIEF TOM SLAMAN (Wellesley, Mass.): I thought it was up to the President to appoint the Committee.

CHIEF ADAMS: I think that is right. However, I think if it meets with your approval, Chief Guevin would be a very satisfactory member.

PRESIDENT KEEFE: Does that meet with your approval, Tom?

CHIEF SLAMAN: Yes.

CHIEF ADAMS (Milford, Mass.): My only purpose in rising, Mr. President, is the fact that they have had 365 days to prepare something and bring it in here and give us their recommendations.

Last year, I didn't intend to get into this controversy whatsoever, until I read the little book that John recently referred to. After looking at the book, I was of the firm belief and opinion that the organization should do something about the Constitution and By-laws, because they are so outmoded and inadequate. There isn't anything drastic that is going to result from any recommendations that any Committee might make. This group is still the governing and accepting body.

But, that Constitution and those By-laws need to be changed, and I can't see any reason why five men appointed here 365 days ago couldn't close in here with some recommendation regarding changes. I think it is just a waste of time, if they don't intend to carry out their assignment.

CHIEF ADAMS (Marblehead, Mass.): I think that John is half right, but it was not due to any failure of mine that the Committee could not assemble. I think that they should be given a chance. It is just one of those unfortunate things, everybody isn't available at the same time.

If you want them revised, it is strictly at the will of this meeting, and if you think that this Committee can do it, that's fine; if not, then you can fire the whole committee.

PRESIDENT KEEFE: The question is on the motion to continue the By-laws Committee for another year, and that Chief Guevin, Manchester, New Hampshire, be added to the Committee. Is there anything further to be said on the motion?

CHIEF ADAMS (Milford, Mass.): I hope that this motion is defeated because this Committee should be discharged. They failed utterly. Now, I don't care who the Committee is comprised of; they had a duty to perform. They were either not interested in the revision, or they didn't see fit to give it the time. By the mere acceptance of these duties, it is indicative to us, at least, that they should furnish us with something at the next Annual Meeting, and I ask for the defeat of this motion.

PRESIDENT KEEFE: Are you ready for the question?

(The question was then called for.)

The question, again, is on the motion to continue the By-laws Committee for another year, and to add Chief Guevin of Manchester, N. H., to the Committee. All those who are in favor of the motion will please signify by saying "aye." Those opposed?

The Chair is in doubt. I will ask again, all those in favor of the motion will please signify by saying "aye." Those opposed will say "No."

I declare the "No" vote to be dominant, and the motion is defeated.

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CHIEF ADAMS: I move for a standing vote.

PRESIDENT KEEFE: Will those in favor of the motion please stand, as a standing vote has been requested, and will Chief Adams of Marblehead and Chief Adams of Milford come up and count the votes, please. Now, will all those who are against the motion please stand.

On the standing vote, the "No" vote was dominant, and the motion was lost.

PRESIDENT KEEFE: I declare the motion is lost.

CHIEF ADAMS (Milford, Mass.): I now move that a Committee of six be appointed, one from each State, for the purpose of making recommendations with reference to revising our present Constitution and By-laws, and reporting at the next Annual Meeting.

This motion was duly seconded.

SECRETARY O'HEARN: I was just speaking, here, in undertones to the President, and I am satisfied. I am not opposed to this thing. My job isn't at stake. You get a man who is willing to do the work and one you think can do the work, and I am out, any time. I said that eleven years ago and darned if you didn't raise my pay and keep me on. I am not looking for a boost; maybe before the meeting is over, I will ask to have it cut.

Now, what I said to John was this. You have a hung committee, if you have six; you should make it seven. That is a suggestion, that's all. I do hope you will stick to the By-laws. You had the meeting instruct you last year who should be on the committee and who should not. Men, I want you to take this thought home with you. I think that some of the finest men we have ever had, or whom I was ever associated with, or worked with, were the Presidents of this Association. They were willing, and we had a motion on the books that I have been ashamed of all the year, and yet not a Past President was eligible for that Committee. And yet, my friends, who would be better qualified than these men of experience?

Would you men, if you were changing the by-laws of your individual departments, ask a committee of the deputy chiefs or lieutenants to do the job, or whom would you ask to draw up by-laws? Would you go down to the privates?

Why, you would think there was an army of ex-Chiefs here and that they were controlling the Association!

Do you know that you have conducted all these meetings all these thirty-four years, and that you are so good and you have liked your officers so well that you repeatedly re-elected them, not because they were good fellows, but you knew they were doing the work, regardless of some of the insinuations that have gone on. And do you know that in all that time, you never had but one contest in voting in this Association?

Where will you get a record like that, with just one contest over the years? That was when a man came from the floor and went up in competition for the office of President of the Association against a man who had served on the Committees, who was a member for years and served as an officer, and that officer was voted down.

Any one of you here present has the same opportunity. When you want to elect an officer, you nominate him and vote for him.

And yet only once has there been a contest. Now, just think that over. We must have something. And when I say "we" I mean the whole of us, including these three or four officers who some people think have served enough. I could dwell on this for a long time, because I know the intent of those fellows. You heard the speaker last night speak on the "heart" and how he referred to it. Those hearts

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are here, and they have been interested all their lives and they do not go to their local clubs or other clubs and hold sessions on the action of the New England Association of Fire Chiefs. Shame on them, trying to get such groups together. And when one member of the Committee was asked to appear before a State group, he didn't show up.

I could tell you why there hasn't been any action, Jack, during the year.

Now, if you let this go another year, the Committee goes out, and there will be nothing done. Then you will realize, perhaps, that Jack Adams of Milford had something.

Now, I would suggest that you follow the By-laws, and don't tell, as you did last year, who is going to be members of the Committee. That's the President's job. Have faith in Horace Jose, if he is coming in, to appoint the Committee, and they will do the right thing for you. I have faith in them, a darned sight more faith than I have in some members of this Committee.

Thank you. (Applause)

CHIEF ADAMS (Marblehead, Mass.): We all enjoyed the address by His Excellency, the Bishop, about the heart. We all have a heart. The heart is stressed, sometimes. However, to correct the previous remarks of our venerable Secretary, I want to remind him that I believe Chief Thomas and Chief Fortier are Past Presidents of this Association, and they were on the Committee.

CHIEF ADAMS (Milford, Mass.): Mr. President, I don't quite understand the remarks of the Secretary, but I want to assure him, as I assured him last year, that I have no ulterior motive of purpose, I have no desire to serve in any capacity whatsoever, here, in any official capacity, at least. If I can do anything to help the New England Association, I am only too happy to do so.

I also consider myself to be a good Christian, and I adhere strictly to the principles laid down in the banquet hall last night, and if I at any time have offended the Secretary or any other officers of this Association by any remarks that I may have made on this floor or elsewhere, I want to beg their most humble pardon, and I say that sincerely.

The Secretary made some remarks with reference to what may have been said at State meetings. Never in the history of my memory have I ever made any remarks about what existed here at The Wentworth and as they related here to the New England Association. My interest, solely, gentlemen, is in the New England Association at the moment, and always has been when I am here.

When I am before the Massachusetts Fire Chiefs, my interests happen to be there.

I know that I am outspoken, and I try to be honest; I never had any intention of being otherwise.

Last year, if I remember correctly, I referred to one paragraph of that Constitution, and that convinced me that there should be changes made in our Constitution and By-laws, and that, gentlemen, was my only purpose in making the motion last year, and again this year. I don't care who they appoint as a Committee; if they appoint me, I will try to do the job well, and I will come back in here next year and I guarantee you a minority report, if not a majority report.

Thank you. (Applause)

PRESIDENT KEEFE: The question is on Chief Adams' (of Marblehead) motion, that a Committee be appointed with one member from each State.

CHIEF ADAMS (Marblehead, Mass.): In keeping with the recommendation of the Secretary, I am in hopes that some one will make an amendment so that the Committee might read seven instead of six, and include the President.

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A MEMBER: I will move the amendment suggested by Chief Adams.

This motion was duly seconded by several of the members present.

PRESIDENT KEEFE: We will vote on the amendment first; the amendment is that the President be on this Committee, making a total of seven. All those who are in favor of the amendment will please say "aye." Those opposed?

There was a chorus of "ayes" and the motion was carried.

PRESIDENT KEEFE: Now, the original motion, for the appointment of six men on the Committee, one from each State, and the amendment you have just passed will include the President, thus making it a Committee of seven. All those in favor of that motion as amended, will please say "aye." Those opposed?

There was a chorus of "ayes" and the motion was carried.

PRESIDENT KEEFE: Are there any other committees to report?

If not, the next item of business is that of unfinished business. Is there anything to be brought up under that heading?

If not, we will go on to the Election of Officers.

CHIEF KELLEY (Danvers, Mass.): Is this the time to say something for the good of the order?

PRESIDENT KEEFE: Are you referring to unfinished business?

CHIEF KELLEY: I have something that ought to be brought to the attention of the Directors and the members-at-large.

PRESIDENT KEEFE: This is the time to bring it up.

CHIEF KELLEY: First of all, may I ask what book of rules we are conducting these meetings under, Cushing's or Robert's?

PRESIDENT KEEFE: Under Cushing's Manual.

CHIEF KELLEY: Here is what I have in mind. It is very important to some of the Chiefs here. In all Parliamentary rules, when the speaker wishes to go into an autobiography or a eulogy of this, that or the other thing, he is supposed to get down on the podium and take the floor, the same as the rest of us members. You will agree with me on that, I believe, such as when the Moderator of the meeting has to get down on the floor in the Town Meeting, if he wishes to talk.

Last year, I spoke to the Directors about this thing; I spoke to several of them. I never went in to the Board meetings. But, this year, the same thing happened again.

Now, in all good faith, members of this Association bring questions up here, and put them down, biographies of certain individuals and eulogies, but the questions are glossed over, pushed aside because, as it is said, we haven't got time to go through this or that. But, I maintain that those questions are darned important to some little fellow who comes in here; he has no way of finding out things unless he comes in to find out from us fellows, collectively, who may have had a little experience that would be of some benefit to him. I believe if we have a Panel here that the Moderator or the man in charge of the Panel, if he wants to address the Panel, should get down on the floor, and let somebody else take it over. I think that everybody knows what I mean. We talk about it here; we talk about it there. May I suggest to the Board of Directors and the officers that if we run a Panel or any kind of discussion next year, that it be done according to Cushing's Manual, which we go by.

Have I said enough? I think everybody knows what I mean. Some of the men here have put in questions that weren't even answered, and they weren't even

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acknowledged up there; but, they are darned important to some of the little fellows who come in here, and some of them don't like it.

I feel the same as Jack Adams. I don't care. I didn't put any questions in. But, if the questions go up there, they ought to be answered, instead of saying that they haven't got the time to answer them, or this is the way it's done in Pennsylvania. We don't care about that.

Now, this is just a suggestion, Mr. President, and it doesn't take the form of a motion, but whoever the President is next year, we just ask him to do the thing right.

PRESIDENT KEEFE: Is there anything further on unfinished business?

CHIEF DESLAURIERS (Ware, Mass.): I would like to go along with Chief Kelley. I came up here this year with a question and I put it in the question box, hoping to get an answer. They have been trying to give me ambulance service in the Fire Department. I come from a small town; all I have is two men on duty at one time, and I have five pieces of equipment. I have to get that equipment out with two men.

I made up a question and mailed it to some of the Chiefs throughout the country, but most of the answers I got were from large towns or cities, with a good deal larger population than mine; we have 7,500 people. I thought perhaps by putting a question in the question box I would get an answer from a small town, and from some one who was perhaps in the same position.

I don't care what they do in Boston or Leominster. I come from a little town. I think the majority of us come from little towns, and I think the majority of questions should be answered. I am going home without my answer.

My question was this: What about ambulance service in the Fire Department?

I wanted to know whether it interferes with the Department, how much it costs, and things of that sort. I wasn't able to find the answer here.

MR. ROI B. WOOLLEY: Mr. President, I request the floor, as the Moderator of that Panel. I think that both the criticism and the comment are worthy and they are the first that have been directed to me as the Moderator of the Panel.

As to the first question of conducting it according to any rules, whether Robert's or Cushing's or any other rules, I am not aware that rules of order indicate how a Panel Discussion should be conducted. If one will designate to me what a Panel or a Symposium is, and the difference between the two, let me say that if I ever conduct another Panel, or Symposium, it will be so conducted.

If I have in any way, shape or manner inadvertently overlooked a person or offended a person, then I most heartily apologize.

The question of the ambulance did come up, you are quite correct. It was purposely postponed, because no one, in the time at our disposal, could hope to get the answers from the floor. So, with ten other questions, it was the same way.

Now, as the Moderator, I would like to point out that every one on this floor had an opportunity to get up.

I do regret exceedingly that some questions had to be held.

As to the Moderator leaving the rostrum to address the Panel, I hope that I did not address this Conference or the men of this Conference in any way other than as a Moderator. I am not aware that I was expected to make an address or speak on a subject, except in the ordinary course of conducting a Panel.

I really think that it would be very advisable, in the future, for you to have a new Moderator, and perhaps you would want to conduct it in a different manner.

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I would be very happy to participate from the outside, but I think that perhaps it would be better for you to have a new Moderator for the Association.

CHIEF JOHN C. LANE (North Brookfield, Mass.): I come from a town, with a population of 3,300. I have attended International Association meetings, and I have attended meetings up here since 1947. I am a volunteer Fire Chief and I wholeheartedly agree with Chief Kelley and the Chief from Ware. We come here and pay our own tariff; the town doesn't pay it. We come here to seek information of the "how" and "why" of things, how the other fellow operates, and I think by the attendance of the Round Table Discussion in this hall, year after year, it has proved the fact that we are up here to seek information, and that information, with due respect to Roi Woolley, has not been forthcoming, but it has been conducted with the idea of pushing things through. We are here seeking information, and that is the only way we will ever get it.

We come here because of the personal contacts and to see how the other fellow operates, for we sincerely wish to learn what is going on in the fire service for the small fire department.

CHIEF KELLEY (Danvers, Mass.): First of all, gentlemen, I had not spoken to Ted Deslauriers or Chief Lane in any way, shape or manner about this. I brought this subject up last year, privately, with a couple of the Directors. I said:

"Look, fellows, I don't think you have given enough time to these questions. You sandwich this stuff in for an hour."

Well, of course, then it was the old story: "What would you do?"

I said: "If I had anything to do with it, it would be the whole morning that would be devoted to the answering of questions, or a whole afternoon."

Now, that had no reference to you, Mr. Woolley, personally.

MR. ROI B. WOOLLEY: I am aware of it.

CHIEF KELLEY: I don't want you to walk out of here feeling that, well, they put the heat on me. The heat would be put on anybody who was up there. And, if I have hurt your feelings, I will publicly apologize to everybody here. And, if any Chief were up there, or any one else, we would have to put the heat on them. That is perfectly right, gentlemen. Those two men I did not even speak to, and I didn't know where the questions came from. But I know this. We have got to give more time to these men who come here to find out what it's all about. That's all I have to say. I promise you I won't get up on my feet again.

CHIEF POTTER: It occurs to me that this whole problem evolves around the matter of time. There was a half day given to this particular Panel. A few moments, or possibly an hour before it was time for this session to open, there were only one or two questions in the question box. I know there was some concern about the lack of interest on the part of members. Then, just a few moments before the session opened, there were many questions put into the box.

It occurred to me that you might avoid this sort of a situation by asking members to present their questions sometime in advance, so that sufficient time could be allocated to this phase of our program and so that all of the questions could be answered.

However, there were just too many questions to be answered in the time allocated.

CHIEF KELLEY (Danvers, Mass.): I hate to do this, fellows, but here I am on my feet again. There was a question box outside there, in the hall, and I thought it was pertaining to the question of, are you going on the boat ride? That is how the thing was concealed. Some of the men didn't know what it was for.

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Now, I am as wide awake as any one, and I thought it was, are you going on the boat ride. It was concealed. It may have been done inadvertently.

But the question is, if the men are going to have to put the questions in there, and then the question period is only an hour or so, then nobody is going to put questions in. Now, I think I represent a lot of members, and I will say that I think the stuff has been glossed over.

CHIEF LANE: With regard to the question box, I think it has been a proven fact for the last three years, that we want a longer period of time, and the questions will come from the floor, if there aren't enough in the question box, from the fellows who really request information, and there won't be any necessity to have any member up there to shove any one aside.

CHIEF ADAMS (Marblehead, Mass.): I agree wholeheartedly with the Chief from Connecticut. It is a matter of time. There isn't enough. One member of the Committee in charge of that particular Panel met me in the lobby and said:

"Have you any questions, Jack, to put in the question box? We want some questions."

Well, now, you've got to assume that he asked thirty-five per cent of the Chiefs here the same question, so that he was bound to get questions in excess of what the time would permit their answering.

I don't particularly care for a Round Table Discussion myself, but the majority of this group expressed the desire of having more of them. I am ruled by the majority and I am willing to go along with it.

It appears to me as though the Committee responsible for this Round Table Discussion should give it a little more time to try to determine from the membership the questions in advance, so that the Moderator, and far be it from me to criticize any Moderator, I think that Roi Woolley did an excellent job, considering the time he had to work with and the short notice the members of the Panel were given to answer the questions, but I think that the Committee in charge of the Panel, in the future, and the officers, in general, should give some thought to the proper preparation of these questions. Regardless of whether the question comes from a big city or a small town, give it equal consideration, because it is equally as important to these men from the smaller communities who are coming here and paying their own way, and even though the question may appear to be insignificant, it is important to them and to this Association, where they look for guidance, and they ought to be able to get it.

They have a responsibility, also, of informing our officers that they want some information relative to those certain things and our officers should see that they are given the opportunity of submitting the request well in advance of the day the Panel is going to be held.

CHIEF SCANLON (Lynn, Mass.): Mr. President, I think it is time I stood up here and defended myself. I had something to do with arranging the program and setting the box out there. I was careful to write to the members from each State, I tried to select men I thought had a good tongue in their mouths and would stand up and give intelligent answers to the questions.

The question box was placed out there Sunday night. At no time, to my knowledge, was it ever hidden. I believe some of you will agree with me that it was attached to the Bulletin Board out there.

And, if you will just go back to your programs, I believe you will notice in your programs that a full session, not part of a session, but a full session, was devoted to that Panel.

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I am sorry there has been any misunderstanding about it, and I am sorry that I had to stand up here, and defend myself.

CHIEF KIMBALL: Mr. President, I would like to make one observation, for whatever it is worth. I agree with Chief Potter that one of the great problems this year and other years has been the lack of time. My observation is this. We completely waste some of the time that we have here. In my humble opinion as a Chief let me say that we have Wednesday afternoon, and I don't see any reason in the world why the prize drawings down at the garage can't be done at five o'clock in the afternoon. Let's put that Wednesday afternoon time into a Panel Discussion, and devote a whole day to it, so that some of these questions can be answered.

We are not up here to go down to the garage and have somebody show us how to clean hose. Let's put Wednesday afternoon to use with a meeting.

CHIEF SLAMAN (Wellesley, Mass.): Well, it seems to me, and I have been a member of the Committee for the last six or seven years, that they don't want to recognize the fellows who pay the bills. If you want to go along with Chief Kimball's idea, then I would move that we do away with the Exhibit Hall entirely, and raise our dues, to make up the deficit difference. These fellows give us a lot of money and it is only fair for us to go down there on Wednesday afternoon.

PRESIDENT KEEFE: Is that a motion?

CHIEF SLAMAN: No; it is not a motion. I merely said that if you want to go along with Chief Kimball's idea, then I would make such a motion.

CHIEF GROTE, of Connecticut: Mr. President, I don't believe this Conference would be complete unless I had a few words to say. I am a small town Chief, and I am in sympathy with Chief Kelley and Chief Adams and all the rest of them.

I was going to say that we can't very well destroy the Wednesday exhibits. But, what about Monday afternoon? That trip out to the airport was a nice trip, but some of the men wished that they had stayed here, as well as I did.

Now, I believe that if we could devote the Monday afternoon session to a Panel Discussion, you would be doing something.

In regard to Roi Woolley, he got clipped on the chin, because he was a Moderator. I was given the opportunity to speak this time, and I really think that when a man has something to bring up before the Panel, he should be heard and he should receive an answer. I know we have men here who can give the answers, and I think that that is one of the solutions.

I am glad this matter has come up because there are some who feel that they don't get the answers. A member of our own Connecticut delegation asked several times to be recognized; in fact, I yelled out to help him to get on the floor, as he thought he was being ignored. I didn't think so; it was only because time was running out.

So I believe that this is one of the finest things that has come out. And I say, let us have Monday afternoon for more Round Table Discussions, because I want to preserve Wednesday afternoons for the Exhibits.

MR. ROI B. WOOLLEY: Certainly, Mr. President, I didn't mean to resent any of these recommendations and suggestions. Each year, I have endeavored to come here and help out. The time periods have been increased gradually, and I hope we have gotten some good out of them.

The only thing I am inclined to resent is the fact that at any time, as Moderator, I either refused a man the floor or ignored a man. If any man were ignored accidentally, I will most certainly apologize to him. I do not believe, however, that

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that is so, because I have always felt that in conducting Panels throughout this entire country any man has a right to get onto his feet.

As to any possible mistake regarding the placing of the question box, I think in a way that possibly we didn't handle that as properly as we should. I have a suggestion to make to our good friend concerning that question on the ambulance matter, too; I will be happy to see you get all the information you want, in answer to your question. Also, any man here who turned in a question which may have been unanswered, I will be glad if they will give me their names and I will be glad to write them personally and give them such information as I can, in the name of the Association, purely as your so-called Technical Consultant.

And please, regardless of my being a Moderator, and I should have brought this out when I concluded the meeting; I should have said that those of you who wanted to see me later, for answers that we could not give you from the floor, would you speak to me. I have always done that in other Associations, and it has worked out very good. Therefore, to those gentlemen, an apology is due.

And I do think, in all sincerity, that it would be well to have another Moderator; you have had certain ones long enough, and I think you would find it would be like a breath of fresh air coming in. So, with no rancor, to the people in charge, I would suggest that they select another Moderator next year.

CHIEF GORMAN (Quincy) I was a member of that Panel. The box was brought in and placed in front of us, and the members of the Panel nearest to it were asked to take the questions out of the box. The questions were taken out and were put together with reference to the different sizes of paper they were on, smoothed out and placed one on top of the other, and handed to the Moderator. There was no sleight-of-hand work done, and no particular question was thrown aside before the questions were handed to the Moderator.

I want to testify here, sitting right behind him, that he took the questions in the order in which they were passed to him.

I know that the ambulance question was there, and, in fact, there were several slips in there with the same questions on them.

Time is the factor in this thing. We had a whole morning, and we started almost on the dot at 9:30, and when I went out of the room here, it was about quarter of twelve or a little later. The fellows stayed; they did not seem to be uneasy, and that indicated that they were interested in that particular type of program that was offered to them that morning.

I have to concur with the man from Connecticut, and the reflections of Chief Adams of Marblehead, that it is a matter of time. I am sure the Program Committee will not be unmindful of that for the coming year and probably will allot more time, because you have got to have it if you want to answer all of the questions that the Moderator had in his hands, as I saw them there.

CHIEF ROBERT ULM (Easthampton, Mass.): I think that this meeting is getting on to a question of time, right now. I think that many of our Panel members and our Committees are being offended unjustly, or taking offense to some of the remarks which aren't necessarily meant to be offensive.

I would, therefore, like to put a motion before the meeting that the Directors for next year allow one full day's session for the question period, morning and afternoon, and that it be left to the discretion of the Directors for 1957 as to which session.

This motion was duly seconded by Chief Kelley and other members present.

CHIEF MILLER (Auburn, Maine): Maybe that motion could be amended to utilize some of the time in the evening, making the program for an hour or so in

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the evening, for questions or something like that. If they don't want to attend the evening meeting, all right. I don't think anybody comes down here just for a party. There is so much time being wasted every evening that I think we're missing the boat. I make that as an amendment.

The amendment to the motion was duly seconded.

CHIEF KELLEY (Danvers): May I offer an amendment to the amendment? Just to show that there is no ill-feeling, I offer this amendment, that Roi Woolley be the Moderator for next year's Question Box. That's how we feel about it.

CHIEF GROTE (Connecticut): I will second the amendment.

PRESIDENT KEEFE: I think that the original motion said "at the discretion of the Directors" so that I think that covers the matter without this or these amendments.

CHIEF KELLEY (Danvers): I will withdraw the amendment to the amendment.

CHIEF MILLER (Auburn): And I will withdraw my amendment.

PRESIDENT KEEFE: We are now on the original motion that a full day be given to the Question and Answer period, at the discretion of the Directors. Is there anything further to be said on the motion? If not, all those who are in favor of the motion will please signify by saying "aye." Those opposed?

There was a chorus of "ayes" and the motion was carried.

CHIEF ADAMS (Marblehead): Mr. President, in the interests of that which is good for the organization, I would like at this time to make a motion that this group here give a rising vote of thanks to Mr. Roi B. Woolley for the manner in which he conducted the Panel this year and for his efforts in making it successful.

The motion was passed by acclamation; the audience rose and there was prolonged applause.

PRESIDENT KEEFE: I hope you noticed, Roi, that even Chief Kelley was on his feet, there!

Is there anything further under unfinished business?

I believe at this time, our Secretary has a word to say.

SECRETARY O'HEARN: I just want to make a correction, regarding what somebody said about the exhibits being a waste of time. The By-laws cover that, in Section 12. When we started, and for many years, our Conference started on Tuesday, and, accordingly, the By-laws stated that the second day shall be set aside for the exhibitors to demonstrate their fixtures or machines, or whatever it might be.

So that we are bound, really, to give the exhibitors that time, according to the By-laws, and, as Tom Slaman said, I don't believe the time is wasted.

PRESIDENT KEEFE: Is there anything further to come up under unfinished business?

If not, the next item of business is the Selection of Place of the Next Annual Conference.

First, our Secretary has asked me to read this letter from Jim Smith. It is addressed to the New England Association of Fire Chiefs, attention of John W. O'Hearn, as follows:

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"Sincerely yours,

"James Barker Smith, President."

SECRETARY O'HEARN: Mr. President, in order to get it into the record, I will repeat the telegram I read earlier, from the Balsams, and I will ask you to consider that as an invitation to us. It is as follows:

"Best wishes for a most successful meeting. The Balsams will be honored to entertain your Association in 1957."

PRESIDENT KEEFE: The Chair will entertain a motion on the designation of the place for our next Annual Conference.

CHIEF McELROY (Watertown, Mass.): I move that we accept the invitation of Mr. Smith to hold our 1957 Conference at The Wentworth.

This motion was duly seconded by several of the members present and was carried.

PRESIDENT KEEFE: I now invite Jim Smith to the rostrum.

MR. JAMES BARKER SMITH: Well, Gentlemen, it goes without saying that it is a great pleasure to have the Fire Chiefs with us. Mrs. Smith and I always look forward to this Conference as one of the high spots of our season, and I know the friendships we have made with the Fire Chiefs are something that we shall remember and cherish always.

This year, we had our little party for the Chiefs on Sunday, and that seemed to work out pretty well. However, if any one wants it on any other day, please do not hesitate to voice your opinion to John O'Hearn, and we can have it on any day you wish.

I think it is a good idea to have the Clam Bake on Tuesday, and then if you do have a wet day, it could be put over to Wednesday. A great many people enjoy the Clam Bake, I know, judging from the lines down there, and we would hate to have it deferred by the wet weather.

Once again, I want to say that as far as this group goes, it far transcends, to my mind, and Mrs. Smith and Jim join me in saying this, any ordinary business transaction.

It is wonderful to have had you, and we will see you all as you leave this afternoon. Thanks a lot for coming back! (Applause)

PRESIDENT KEEFE: Is there anything further to come before this meeting, before we go to the election of officers?

CHIEF JOHN F. ADAMS (Milford, Mass.): I move that the Chair be authorized to appoint a Committee of three members of this Association for the purpose of determining suitable and available places for the holding of the Conference of this Association in the future.

My reason for making the motion, Fellow Members, is this. We sat here for two or three minutes this morning, and no one proposed a motion as to where we should hold the 1957 Conference. There has been much said about the nice things we have here, but after all most anything gets sickening after a while. Personally, I would like to go somewhere else. I believe that this place here is the ultimate in

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sociability, but I am wondering whether or not we might be missing the boat, some of us, as a result of coming here too long, and in not being able to learn some of the things that we used to pick up in some of the cities, where we met. Certainly, we do not see any fire apparatus that is actually in use. We don't visit fire stations to see what is modern and to see what we might be interested in, and we have heard from various people from time to time, here, that there isn't any other place big enough for us, and no place suitable, and that may all be true. I am no authority on this matter, but I think it is something that this meeting ought to be interested in, and this Association should be interested in.

There might be something to the fact that our attendance, our financial ability, is waning a little. We may have become passive and complacent, and not interested in something for our future.

Now, that doesn't mean, Gentlemen, by the appointment of this Committee, that we are coming in here next year and tipping everything upside down. But, I think that this Conference ought to make a study of places that are suitable and available for our use, so that if and when the time presents itself that this body feels that it is time for a change, we might have some place that we can consult and be interested in. Thank you.

This motion was then duly seconded and was carried.

PRESIDENT KEEFE: The Chair appoints the following committee: Chief John F. Adams, Milford, Mass., would you be the Chairman of that Committee? And Chief Stuart M. Potter, Greenwich, Conn., and Chief Walter R. Messer, I would like to have you gentlemen serve on that committee.

The next order of business is the election of officers for the ensuing year, and the Chair will now entertain a motion for the nomination of President of this Association.

CHIEF SLEEPER (Bar Harbor): Mr. President, I would like to nominate Horace S. Jose, So. Portland, Me., as President of this Association for the coming year.

This motion was duly seconded by many of the members present.

CHIEF ADAMS: I move that nominations be closed, and that the Secretary be instructed to cast one ballot for the election of Horace S. Jose as President of this Association for the ensuing year.

This motion was duly seconded, and was carried.

(The Secretary then cast the ballot.)

PRESIDENT KEEFE: The Secretary has cast the ballot, and I declare Horace S. Jose duly elected as President of this Association for the ensuing year. (Applause) I will ask Chief Dooling to escort the newly elected President to the platform. Chief Jose presented a Past President's badge to retiring President John E. Keefe.

PRESIDENT-ELECT JOSE: Gentlemen, I appreciate the honor very much, and you may rest assured that the proceedings will be carried on with all the dignity and respect at my command. Thank you very much! (Applause)

Will Chief Koltonski please step up to the rostrum?

CHIEF KOLTONSKI: John, you are the third President from the State of Vermont. A few minutes before coming into this assembly hall this morning, I was handed a little package to present to you, Ex-President John. They tell me it is a watch, so that you can be always on time!

John, it is a great pleasure for me to present to you in behalf of the members of the Association this little token from them. I know that you have had the toughest job of any President I have seen in a good many years, with the type of meet-

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ing we have had here this morning. And, since Chief Adams has talked about going somewhere else, I want to recall to the Conference that, before coming to these summer resorts, the State of Maine held the Conference twice, New Hampshire, once at Manchester, three times at the Balsams; and here at the Wentworth, this is the eleventh year. Vermont has had it five times; Massachusetts has had it five times; Connecticut has had it three times, and Rhode Island has had it twice.

I will state here and now that any time you don't want to go to these resorts, the City of Rutland, Vermont, will be glad to entertain the Fire Chiefs! (Applause)

PRESIDENT KEEFE: Before I step down, Gentlemen of the Conference, I want to thank you for all the help you gave to me in the past, and particularly your wives who gave my wife support during this year, and you may rest assured that I will give my full support to this Association as long as I am in it, and to our new President, Horace S. Jose, I wish him a very successful year.

Thank you very much. (Applause)

PRESIDENT JOSE: The next order of business is the nomination and election of a First Vice-President.

CHIEF FLYNN (Salem): Mr. President, last year, with some qualms and misgivings, I placed in nomination the name of Chief Tom Slaman of Wellesley, and I kept watch on him during the year, and he did all right. Let us take him up one more step. Therefore, I wish to place in nomination for the office of First Vice-President, Chief Thomas H. Slaman of Wellesley, Mass.

The nomination was duly seconded.

A MEMBER: I move that nominations be closed, and that the Secretary cast one ballot for the election of Chief Slaman of Wellesley as First Vice-President for the ensuing year.

This motion was duly seconded and was carried.

(The Secretary then cast the ballot.)

FIRST VICE-PRESIDENT SLAMAN: Mr. President and members of the Association. I want to thank you very much for electing me to this office. I will try to carry on in the future as I have done in the past. Thank you very much! (Applause)

PRESIDENT JOSE: The next order of business is the election of a Second Vice-President.

CHIEF MOLLOY (Nashua, N.H.): Mr. President, I would like to place in nomination for the office of Second Vice-President the name of Chief Clarence Green of Concord, N.H.

This nomination was duly seconded.

A MEMBER: I move that nominations cease, and that the Secretary cast one ballot for the election of Chief Green of Concord, as Second Vice-President of the Association for the ensuing year.

This motion was duly seconded and was carried.

PRESIDENT JOSE: And I declare Chief Green duly elected to the office of Second Vice-President for this coming year! (Applause)

(The Secretary cast the ballot.)

SECOND VICE-PRESIDENT GREEN: Gentlemen, I want to thank you for this honor and for the confidence you have in me. I will certainly do my best to serve you well. Thank you very much! (Applause)

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PRESIDENT JOSE: The next order of business is the election of our Secretary-Treasurer for the ensuing year.

CHIEF WILLIAM C. McELROY (Watertown, Mass.) Mr. President, it is indeed an honor for me to place in nomination a man who, through the discharge of his duties and leadership, commands the respect and admiration of every member of the Association.

I nominate John W. O'Hearn of Watertown.

This nomination was duly seconded by several of the members present.

A MEMBER: I move that nominations be closed, and that the President cast one ballot for the election of John W. O'Hearn as Secretary-Treasurer for the ensuing year.

This motion was duly seconded and was carried, unanimously.

(The President then cast the ballot.)

PRESIDENT JOSE: I have cast the ballot, duly electing John W. O'Hearn as Secretary-Treasurer for this coming year, and I declare him duly elected.

SECRETARY O'HEARN: Thank you. I believe you must vote on what you are going to pay me for the year ahead. I guess I am getting old, and I can't stand some of the slams that I get, but I am going to carry on as long as I can. I have never lost interest, and frankly, I am going to say that I have worked hard at times as the work increased. I have good company in Mrs. O'Hearn who is only eighty; she takes that stenciling machine and stencils those 1400 plus envelopes and then inserts three, four and five pieces in the envelopes, and if she didn't do it, she would not be pleased. You have seen my niece here with me each year, and she is celebrating her twenty-fifth year with me at the Conference, without a loss. I took her with me in her last year at Mount St. Joseph's Academy in Brighton, and she is a great help to me. She is well talented and interested in the work, she can come in here and tell you fellows your names a darned sight better than I can, she is one of those memory girls.

With that type of help and support, I will carry on. I am not working for a lost cause, not for one moment. I am sorry to think that we are accused of letting somebody have a badge without paying dues. I know that I have been called the meanest man in town, because no matter where I meet a fellow I will take his money. But I feel I am lucky to get it and I will take it when I can.

I don't want you to think, either, that I am really objecting to, or do not like changes in the By-laws, or that I don't like Jack Adams. But our By-laws do cover our operations.

I know that time is going along, here, and I am going to get away this year a little early and go home this afternoon, just as most of you do. Usually I stay over for twenty-four hours to see that everybody has settled up and has gone along, and pay our debts before I leave.

Once again, fellows, I trust that Almighty God will be as good to me as He has been in the past! Thank you again for your continued confidence in me.

PRESIDENT JOSE: Thank you, John. May we have a motion to set the salary of the Secretary-Treasurer?

EX-PRESIDENT, CHIEF PACHL: I move that the Secretary-Treasurer receive the same salary for this coming year, as in the previous year.

This motion was duly seconded and was carried.

PRESIDENT JOSE: The next order of business is the election of a State Vice-President from the State of Maine.

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CHIEF CLINTON M. MURRAY (Cape Elizabeth, Maine): I nominate Oliver T. Sanborn of Portland, as the Vice-President from the State of Maine.

This nomination was duly seconded.

A MEMBER: I move that the nominations be closed and that the Secretary cast one ballot for the election of Oliver T. Sanborn as Vice-President from the State of Maine.

This motion was duly seconded and was carried.

The Secretary then cast the ballot.

PRESIDENT JOSE: The next order of business is the election of a State Vice-President from the State of New Hampshire.

CHIEF MESSER: I nominate Chief Guy L. Foss of Wolfeboro, for Vice-President from New Hampshire.

This nomination was duly seconded.

A MEMBER: I move that nominations cease, and that the Secretary cast one ballot for the election of Chief Guy L. Foss as Vice-President from the State of New Hampshire.

This motion was duly seconded and was carried.

(The Secretary then cast the ballot.)

PRESIDENT JOSE: The ballot having been cast by the Secretary, I declare Guy L. Foss duly elected as Vice-President from the State of New Hampshire. (Applause)

PRESIDENT JOSE: Nominations are now open for the office of Vice-President from the State of Vermont.

PAST PRESIDENT KEEFE: I wish to place in nomination the name of Alfred H. Koltonski of Rutland, as the Vice-President from the State of Vermont.

CHIEF KELLEY: I will second the nomination.

A MEMBER: I move that the nominations cease, and that the secretary cast one ballot for the election of Chief Koltonski as Vice-President from the State of Vermont.

This motion was duly seconded and was carried.

(The Secretary then cast the ballot.)

PRESIDENT JOSE: And I declare Chief Koltonski duly elected as Vice-President from the State of Vermont for the ensuing year. (Applause)

Next, nominations are now open for a Vice-President from the State of Massachusetts.

CHIEF GORMAN (Quincy): Mr. President, I wish to place in nomination the name of Chief Bart Curran, Scituate, Mass., as Vice-President from the State of Massachusetts.

This nomination was duly seconded.

CHIEF GORMAN (Quincy): I now move that nominations be closed, and that the Secretary cast one ballot for the election of Bart Curran as Vice-President from the State of Massachusetts.

This motion was duly seconded and was carried.

(The Secretary then cast the ballot.)

PRESIDENT JOSE: The Secretary having cast one ballot, I declare Chief Bar-

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tholomew Curran, Scituate, Mass., duly elected as Vice-President from the State of Massachusetts for the ensuing year. (Applause)

Next, nominations are in order for a Vice-President from the State of Rhode Island.

CHIEF JOHN A. LAUGHLIN (East Providence, R.I.): Mr. President, I nominate Gus Cote as Vice-President from the State of Rhode Island.

This nomination was duly seconded.

A MEMBER: I now move that nominations cease, and that the Secretary cast one ballot for the election of Gus Cote as Vice-President from the State of Rhode Island.

This motion was duly seconded and was carried.

(The Secretary then cast the ballot.)

PRESIDENT JOSE: And I declare Ex-Chief A. J. Cote, Woonsocket, R.I., duly elected to that office, the Secretary having cast the ballot, for this coming year. (Applause)

Next, nominations are in order for a Vice-President from the State of Connecticut.

CHIEF THOMAS of Hartford: Mr. President, I am pleased to nominate Chief Francis Dagon of East Hartford, as Vice-President from the State of Connecticut for the ensuing year.

This nomination was duly seconded.

A MEMBER: Now I move that nominations cease, and that the Secretary cast one ballot for the election of Chief Dagon of East Hartford, as Vice-President from Connecticut for the ensuing year.

This motion was duly seconded and was carried.

PRESIDENT JOSE: Has the Secretary cast the ballot?

SECRETARY O'HEARN: I have cast the ballot.

PRESIDENT JOSE: The Secretary having cast the ballot, I declare Francis J. Dagon of East Hartford duly elected as Vice-President from the State of Connecticut, to serve during the ensuing year. (Applause)

PRESIDENT JOSE: Gentlemen, your President has the following appointments to make:

Chief William J. Dooling, Sergeant-at-Arms

Andrew P. Palmer, Press Representative

Reverend John P. Fitzsimmons, Chaplain

Reverend Michael F. Collins, Chaplain

Roi B. Woolley, Technical Consultant

Lieutenant Edward J. Carroll, Photographer

Gentlemen, if there is no further business to come before the Conference, a motion is in order to adjourn.

A MEMBER: I move that we adjourn.

This motion was duly seconded and was carried.

(Whereupon, the 34th Annual Conference of the NEW ENGLAND ASSOCIATION OF FIRE CHIEFS was adjourned at 12:15 o'clock noon, on Thursday, June 28, 1956.)



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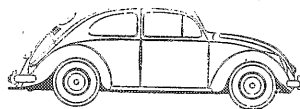
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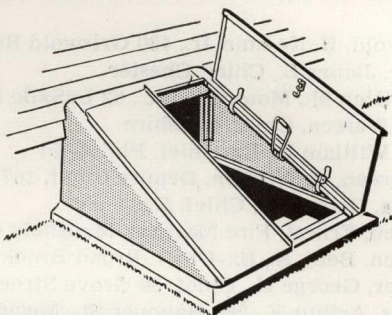
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ILLINOIS	1
INDIANA	1
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MICHIGAN	3
NEW JERSEY	23
NEW YORK	25
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Total Receipts from Exhibitors	\$2,510.00
Total Expenditures	427.27

Net Receipts	\$2,082.73
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On behalf of the members of the Exhibit Committee, I wish to express my thanks and appreciation to the exhibitors for their cooperation and effort in presenting their displays and demonstrations, and for their courtesy in providing the numerous prizes given during the Conference.

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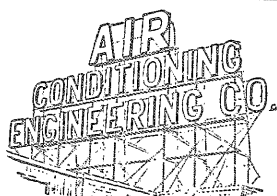
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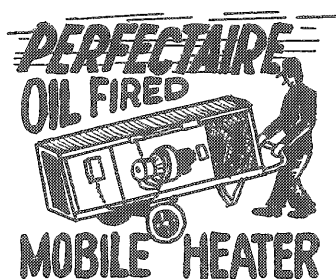
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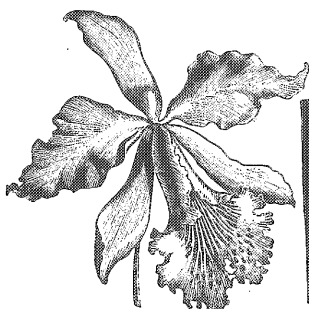


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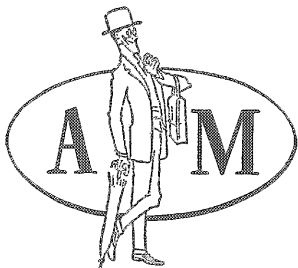


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