

## **RED HOOK AND IT'S FIRE DEPARTMENT 130 YEARS OF SERVICE 1869-1995**

**Donated to FDNY Home Page by: Dispatcher 350 Mike Boucher Staten Island CO  
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The first European settlers to this area of Brooklyn in 1636 were the Dutch. They gave this area the name of "Roode Hoek" or Red Hook, because of the color of the dirt and shape of the land. It would not be a thriving harbor until the early 1850's. Before this, and the opening of the Atlantic Basin, this area remained marshy and sparsely populated. Red Hook grew into a major port that saw ships come and go to every corner of the globe. By this time, the population was mostly Italian and they worked at the docks.

Fire protection for this area was provided by Neptune Engine 2, which was organized in 1797 with a shed at Hicks Street and Atlantic Avenue. The next company in the area was Hope Hose 9 at Van Brunt Street and Hamilton Avenue in 1861; followed in 1868 by Water Witch Engine 8 and Sprague Ladder 6 on the same street.

Engine 2 and Ladder 1 were both placed in service on September 15, 1869 as part of the newly organized Brooklyn Fire Department. On that day the City of Brooklyn replaced its volunteer fire department with a fully paid force. The volunteers had grown from a single engine company in 1785 to twenty-six steamers, twenty-three hose companies, and nine ladders in the Western District and six steamers, ten hose companies and three ladder companies in the Eastern District.

Brooklyn in 1869, did not include that which is Brooklyn today. The southern City limits went only to 51<sup>st</sup> Street and 5<sup>th</sup> Avenue. Prospect Park was the eastern boundary, and to the north was Williamsburgh and Greenpoint. The area around the waterfront was the most densely populated and had most of the fire companies. Bed-Sty area was just becoming a newly developed area. The out lying area were sparsely populated and had the least amount of coverage. Downtown Brooklyn was protected by six of the thirteen engines. The six ladder companies were thinly spread and included large areas to be protected.

Engine 2 was located in the former quarters of Engine 8 on Van Brunt Street. The first crew of nine men included of Foreman James Doyle, Engineer Curran, Driver John Greary, Stoker Daniel Fitzpatrick and Privates John G. Noonan, A. Leonard, Robert O'Donnell, Henry Ryan and James Farrell.

Ladder 1 was placed in the former quarters of Degraw Ladder 4 on 19<sup>th</sup> Street just west of 4<sup>th</sup> Avenue. Their crew was under the command of Foreman Timothy Nolan, Driver James Currin, and Privates S.C. Brower, Michael McCarroll, James Donnolly, James Smith, Charles Speeden, John McGee and A. Bullin. Also placed in service with Engine 2 was District Engineer 1.

When Ladder 1 was placed in service it was believed that it was located in a strategic area only to find out that most of it's running was to the north and west to the docks. It was decided that a new location closer to the dock would be needed for Ladder 1. All of the firehouses that the paid department used were from the volunteers. These were not built for horses or men living in them 24 hours a day. Engine 2's quarters was one of the worst of all of them and the

first to be replaced. Knowing this the Fire Department started looking for a lot to build a new firehouse. A corner lot on Van Brunt and Seabring Streets was purchased from Daniel Dougherty and his wife for \$4,000 on July 20, 1871.

The lot measured 50 feet in the front and was 90 feet deep. On March 1, 1872 a new two bay, two story firehouse was opened with Engine 2, and District Engineer 1 in one bay and Ladder 1 in the other. The cost of the new building was \$10,000 to complete with the latest and most modern features for fire fighting and for the comfort of the men. Although it was one building on the outside, it was two separate houses on the inside. A wall split the house in two for the engine and truck. It would be the only such house to be built by the Brooklyn Fire Department.

The firemen of the 1870's did not have to worry about mutual partners or if he had to work today or tomorrow. The work chart was quite simple; 24-hour tours for 14 days and one day off. A fireman could go home for meals for an hour at a time, three times a day. During the twenty-hours, a fireman had a watch at the front desk, then a walking patrol in the neighborhood. Then there was also the care of the horses, feeding, exercise, grooming and cleaning to keep one busy. Most companies had at least three horses to look after. Then a fireman could be detailed as a messenger to headquarters or to the battalion or to another firehouse. Occasionally a fire run would come in. A busy company would respond to maybe 100 runs a year. The pay for a fireman was \$800 a year or ten cents an hour.

The Brooklyn Fire Department would turn to the New York City Fire Department for its rules and regulations, apparatus and harness. Brooklyn was a copy of New York except for its apparatus. New York's rigs were painted red while Brooklyn's was painted a two tone green. In 1883, Brooklyn purchased its first aerial ladders three years before New York. Before this, ladder trucks would carry only ground ladders on roller frame trucks.

Ladder 1's truck, a Leverick, was rebuilt in 1886 with a new aerial placed on it. The Leverick ladder is believed to have been one of the volunteer ladders that were rebuilt for the paid department. In 1899, they received a new LaFrance/Hayes 85 foot aerial. Ladder 1 was still responsible for the southern end of Brooklyn and as it grew so did the number of responses to the south. In 1891, Ladder 9 was placed in service in Engine 1's old quarters, 4<sup>th</sup> Avenue and 19<sup>th</sup> Street; around the corner from Ladder 1's old quarters.

Engine 2's first apparatus was an 1869 Amoskeag 2nd size steamer capable of pumping 700 to 800 gallons a minute. They also received a new two-wheel hose reel also built by Amoskeag. Three new Amoskeag steamers were assigned to Engine 2 over the years They included an 1871, an 1885 and an 1891 and a new four-wheel hose wagon in 1890.

On January 1, 1898, the City of Brooklyn along with Long Island City, parts of Queens County, Staten Island, Manhattan and the Bronx merged into City of New York. The Brooklyn Fire Department had grown to 56 engines, including two fireboats, 25 ladders, 14 District Engineers, a water tower and one chemical engine in its 29 years.

The Brooklyn Fire Department lost its identity and became part of the Brooklyn and Queens Fire Division of the New York City Fire Department on January 28, 1898. Company numbers remained the same. Members assigned to Brooklyn or Queens had B & Q listed after the company number in personal matters. The reason for this was that now there were two of

the same numbers one in Manhattan, and the other in Brooklyn. This confusion lasted until October 1, 1899. Engine companies' numbers were given 100; thus, Engine 2 became Engine 102. The ladder numbers received 50 and Ladder 1 became Ladder 51.

In 1905, the paid department was extended to Staten Island with Engine 201 thru 208 and Ladder 101 to 105. January 1, 1913, the companies were again renumbered. Brooklyn Engine 102 now became 202 while Brooklyn Ladder 51 became 101. The Staten Island companies adopted the 150 numbers for the engines and the trucks were numbered starting at 76. Ladder 101 on Staten Island became Ladder 76 and Engine 202 became Engine 152.

District Engineer 1 moved out of Engine 2's quarters and in with Engine 3 on Hicks Street on February 12, 1896. When the cities merged, the District Engineer's title was replaced by Battalion Chiefs and these numbers were changed. On April 13, 1898 Battalion 1 at Engine 3 was renumbered to Battalion 22. District Chief 12 at Engine 43 became Battalion 32 on the same date. The Battalions were renumbered again on April 15, 1906. Battalion 32 became the 42<sup>nd</sup> and Battalion 22<sup>nd</sup> became the 32. Battalion 32 moved back to Engine 202's quarters on August 6, 1912 when Engine 103's quarters were closed and torn down for a new building. They remained there until April 16, 1922 when they returned to Engine 203.

The firehouse on Van Brunt Street was starting to show signs of wear and tear after 85 years of service. The 1957 Capital Budget started a rebuilding program of replacing any firehouse that was over fifty years old. The report stated even though there were other firehouses older than Engine 202 and Ladder 101, none were in such bad shape. The second floor had a tilt to it. The windows were sagging, doors were sticking because of the floor tilting, the walls were bowing out and the plaster had patches on top of patches.

The report also stated that Ladder 101 responded 61 blocks to the north, 20 to the south, 52 to the east and 10 to west, while the Engine only responded 10, 20, 8 and 2 blocks in the same directions. In 1935, the Engine responded to 179 runs and the truck went on 272 alarms. In 1955, the companies were responding to 454 runs for the engine and 616 for the ladder. Because of the size of the

area and the number of runs the companies made, they could not be disbanded or relocated to a different area of Red Hook.

Located just one block away on Richards Street and Seabring Street the response of both companies would not change. The new two-story house had room for three pieces of apparatus on the large open apparatus floor. The house opened on March 10, 1960 with Engine 202's two pumpers and Ladder 101. Battalion 32 moved in on December 20, 1974 from Engine 203's quarters when that house was closed.

Each year the Fire Department honors the bravest of the bravest with a medal ceremony. The first medal winners date back to 1868 in Manhattan. Brooklyn had no medals until 1897. It was earned in 1900 and awarded in 1903. Three members of Ladder 101 have received medals. Fireman Martin J. McNamara, Jr., earned the Hurley Medal on December 18, 1918; Fireman Alexander J. Brown received the Delehanty Medal for a rescue made on January 1, 1954 and Lieutenant John P. R. McFarland earned the O'Dwyer Medal on March 25, 1955. Engine 202 has had one medal winner, Fireman Julius A. Deja earning the Hurley medal on December

16, 1912. Battalion Chief Patrick Hickey, Battalion 32, received the Hugh Bonner Medal for a rescue he made on October 2, 1939.

Since the Fire Department was formed in 1865, 790 members of the force have made the Supreme Sacrifice by losing their lives protecting the citizens of New York. In the 130 years of service, Engine 202 has had five members killed in the line of duty. Two members of Ladder 101 have died and one in Battalion 32 over the same time. The members of Engine 202 to make the Supreme Sacrifice were Fireman John Carbush on June 8, 1905, Fireman James Casey on January 6, 1918, Captain Edward A. Dougherty on October 4, 1930, Fireman Joseph Dunn on November 3, 1936 and Fireman John P. Schwintek on February 14, 1940. The members of Ladder 101 to lose their lives were Fireman John Keupp on December 29, 1920 and Fireman William Ormsby on September 7, 1931. Battalion Chief Anthony Jireck of Battalion 32 was killed on January 27, 1945.

## THE BRAVEST OF THE BRAVE

The Hurley Medal was awarded to Fireman 1<sup>st</sup> Grade Julius W. Deja of Engine 202 for rescuing Fireman Michael Leddy, of Hook & Ladder 59 (now 119) from the Gowanus Canal. The fire on the Barge "Maggie Harrington" started around 5:30 P. M. on December 16, 1912. The fire had burned away the halyards permitting the boom to drop to the deck. Fireman Leddy was struck by the boom and pitched into the canal. The blow had partly stunned him and he could not have reached the dock without help. Fireman Deja jumped into the Gowanus Canal to save his brother fireman from drowning. He was dressed at the time in his heavy working outfit making his act one of great personal risk, even for a strong swimmer. Deja brought Leddy to dock and a ladder was lowered and the exhausted Leddy was lifted up to safety by his rescuer.

Fireman Martin J. McNamara of Ladder 101 received the Hurley Medal and a Department Medal for his brave act in the joint rescue of a brother fireman at a fire at 301-303 Adams Street on December 18, 1918. Smoke and gases on the 3<sup>rd</sup> floor of the building overcame probationary Fireman Charles Keller, when his commanding officer fell off the ladder to his death. Several attempts were made to reach Keller but they all failed. Fireman McNamara, undaunted climbed the ladder to the third floor through the intense heat, smoke and gases. He entered the window and with the aid of Fireman Christopher H. McGann of Engine 203, they lifted Fireman Keller to the window and with great difficulty under trying conditions brought him safely down the ladder to the street. Fireman McGann received the Crimmins Medal for assisting in the rescue.

The Hugh Bonner Medal was awarded to Battalion Chief Patrick Hickey of the 32<sup>nd</sup> Battalion, for participating in the rescue of two fireman from a fire at 366-70 Hamilton Avenue on October 2, 1939. Members of Engine 279 were operating a hose line in the cellar of this building until their position became untenable. Battalion Chief Hickey was with the company at the time and ordered them to withdraw. When they reached the street, he learned that two of the men were missing. He ordered Fireman William C. Dunne of Engine 279 to accompany him back into the cellar to find the missing men. In the face of intense heat, smoke and gas they searched the cellar. Fortunately they found Fireman 3<sup>rd</sup> grade and Ununiformed Fireman Joseph E. Cordes, both of Engine 279, lying unconscious in about twelve inches of water. They succeeded in carrying the unconscious men up the stairway to the street and safety. Fireman William C. Dunne received the Brooklyn Citizens' and a Department Medal for his part of the rescue.

The M. J. Delehanty medal and a Department medal was awarded to Fireman 1<sup>st</sup> grade Alexander J. Brown of Ladder 101 for assisting in a rescue at 112 Sullivan Street on January 1, 1953. Two rear rooms of the first floor of 4-story tenement were ablaze. The extreme heat and intense smoke made the hallways and interior stairs impassable. About twenty panic-stricken men, women and children were on the second floor and third floor fire escape landing. Fireman Brown along with Lieutenant John J. Connolly (2) made their way to the burning apartment. The Lieutenant ordered Brown to search the front room while Connolly search the second room. Connolly groped through the second room where he found Michael Amari unconscious. The room was blazing mass. Mr. Amari weighed over 200 pounds and with Fireman Brown's help Lieutenant Connolly carried him from the burning apartment. After

aiding Lieutenant Connolly in his rescue of Mr. Amari, Brown climbed the fire escape to the second floor and helped several persons to the street.

Lieutenant John P. R. McFarland of Ladder 101 rescued a child from a third-floor apartment March 25, 1955. Two rooms on the second floor were completely ablaze at 329 Union Street. Lieutenant McFarland who was detailed to Ladder 131, went to the third floor and while searching the apartment for occupants, saw a three-year old child trapped in a rear bedroom directly above the fire. McFarland brought the child to the rear fire escape. While he was climbing a ladder to the roof, intense heat, flame and smoke burst from below causing the Lieutenant to lose his grip on the ladder. He fell 40 feet to the yard but managed to protect the child in his arms from serious injury. For this rescue Lieutenant McFarland received the Mayor William O'Dwyer Medal and a Department Medal for this daring rescue.

For 130 years, Engine 202, Ladder 101 and the 32<sup>nd</sup> Battalion have been serving the citizens of New York City and especially Red Hook faithfully. No matter what the run or alarm, or the time of day, or the weather conditions "The Red Hook Raiders" are always ready to respond and do "the job".

# **5-5-5-5**

## **THE LAST ALARM**

### **FIREMAN JOHN CARBUSH**

Engine 202 Died on June 8, 1905

Brooklyn Box 33-258

A fire broke out at the New York Dock and Warehouse building around 9 A.M. on June 7, 1905. The building was 300 by 300 feet, one-story in height and filled with 2,000 bales of cotton. The workers were removing the bales when they noticed one of the bales was smoking. Upon looking closer, they found several bales were on fire and they tried putting the fire out with the fire buckets that were located in the warehouse. After a few minutes, the workers turned in the alarm bringing Engine 202 and Ladder 101 to the location of Conover Street near Reed Street. A third alarm assignment was called for and all companies were ready for an all day fight. Carbush and several other firemen of Engine 202 and 224 were on the ground floor when around 11 o'clock the roof suddenly gave way. The bales of cotton held up most of the falling roof. Some of the debris did fall to the ground and injured five firemen. Firemen Carbush and Thomas Ryan were the most seriously injured of the group. Carbush was suffering from bruises, cuts and strong pains in the back, while Ryan suffered a fracture of the right thigh, a sprained ankle and contusions. They were taken to the hospital where Fireman Carbush died the next day from a broken back. Fireman Carbush was a fireman for eight years with a perfect record and left behind a wife and two children. He was 33 years old.

### **FIREMAN JAMES CASEY**

Engine 202 Died on January 6, 1918

Brooklyn Box 134

On January 6, 1918, Fireman James Casey was fatally injured and Captain Frank Moore and Driver Arthur Haggan, all of Engine Company 202, were injured, when a cross-town trolley car collided with their fire engine, at Columbia and Summit Streets. The collision occurred at 6:30 PM while responding to 48 1st Place. Casey was thrown to the pavement, where he struck his head. Haggan was thrown off the rig but held on and was dragged a short distance. Captain Moore was also thrown off and received only some bruises. Robert Felsman, 30 years old, the motorman of the car was arrested on a charge of homicide. Bail was set at \$1,000. The bells and the whistle were going for some time before the engine reached Columbia and Summit Streets. Felsman tried to stop his car but was unable to do so. There was a violent impact, which nearly upset the heavy engine and shattered the front of the car. Casey, who was on the side of the engine, was thrown off and when picked up was unconscious. He sank into a coma soon after and died in the Long Island College Hospital. He was a member of the Department for nine months. Casey was 20 years old, married the father of two children and lived at 485 Chauncey Street.

## **FIREMAN JOHN KEUPP**

Ladder 101 Died on December 29, 1920  
Brooklyn Box 195

Engine 202 and Ladder 101 had responded to the Robbins Dry Dock, at the foot of Dwight Street for an electrical fire aboard the Shipping Board steamer *West Wind*. The minor fire was put out in ten minutes. Fireman John Keupp, 29 years old, of Hook & Ladder Company 101, was instantly killed by a hatch beam which came hurtling through the air from the deck of the tanker *Charles M. Everest* which had a violent explosion. The blast believed to have been caused by a flame from an acetylene torch being used by repairmen, came in contact with accumulated gas in an oil tank. The explosion did little damage to the *West Wind* which was in the next dock to the Everest. Considerable damage was done to the *Charles M. Everest* decks. The blast was felt all the way to Boro Hall in downtown Brooklyn. Keupp who lives on Stockton Street was just leaving the *West Wind* when the explosion occurred. The large piece of iron that came flying through the air struck him on the head, crushing his skull.

## **CAPTAIN EDWARD A. DOUGHERTY**

Engine 202 Injured on October 16, 1929 - Died October 4, 1930  
Brooklyn Box 22-504

While directing the operations of Engine Company 202's hose line on the first floor of 69-71 Warren Street, a wooden frame ceiling gave way forcing Captain Edward A. Dougherty to the floor. His left side, hip and leg landed on a wooden box or projection and his body struck the concrete floor, causing a painful and numbing feeling to the left leg and hip. Before leaving the fire he reported the above accident and injury to Deputy Chief of the 12th Division Thomas R. Langford. He went on sick leave when he returned to quarters. The fire was in the basement of the Excel Furniture Company and caused \$50,000 damage before the firemen placed it under control in two hours. Twenty families were left homeless after the fire. Captain Dougherty died in the Ruptured and Crippled Hospital in Manhattan the following October. He was 48 years old, and resided at 424 Clinton Street. He had been a member of the Department since 1906 and had risen in the ranks and was on the list for Battalion Chief. His mother and a brother survived him.

## **FIREMAN WILLIAM ORMSBY**

Ladder 101 Died on September 7, 1931  
Brooklyn Box 1372

Fireman William Ormsby, of Hook & Ladder Company 101, a member of the department for 18 years, died after collapsing at a fire at 98 Pioneer Street. Dr. Williams of the Long Island College Hospital said death was caused by a heart attack brought on by smoke inhalation. The fire was on top of a two-story rooming house. Fellow fireman dragged Ormsby to the street. He was married, 42 years old and lived at 165 State Street.

## **FIREMAN JOSEPH DUNN**

Engine 202 Injured on November. 3, 1936 - Died November 4, 1936  
Brooklyn Box 1384

Fireman Joseph Dunn, 28, of 111-33 130th Street, Jamaica, married and the father of four small children was trapped on the top floor of a burning five story tenement house at 112 Sullivan Street near Conover Street, shortly after 11 o'clock at night. Brought to safety by fellow firemen, he was found to be suffering from illuminating gas poisoning. For four hours, Dr. Harry Archer, Fire Department Surgeon, worked over him in the motorized hospital, using inhalators and oxygen tanks in an effort to revive him, but at 3:10 am, Fireman Dunn died. The illuminating gas also overcame three other firemen when the fire melted the gas pipe. Dunn had died while firemen all over the City were celebrating the passing of the 8-hour working tours. The firemen had been working 12-hour tours, and an 84-hour work week. Dunn was a major force in getting the citizens to vote for the new hours in the elections. He told his children that once the new hours were in effect he would have more time to spend with them.

## **FIREMAN JOHN P. SCHWINTEK**

Engine 202  
Died on February 14, 1940

New York City had received 7.3 inches of snow, the most in 4 years. The gale force winds piled snowdrifts up over seven feet through Brooklyn. The storm had killed four people locally and at least 25 from Maine to the Carolinas. Fireman John Schwintek, 45 of 186 Eckford Street, collapsed while wielding a shovel in front of Engine Company 202's quarters, at 199 Van Brunt Street and was pronounced dead a short time later. He had suffered a heart attack.

## **BATTALION CHIEF ANTHONY JIRECK**

BATTALION 32  
Died on January 27, 1945  
Brooklyn Box 44-3806

Battalion Chief Anthony Jireck died on January 27, 1945 from being overcome by smoke while fighting a fire in a four-story loft building at 19-31 Richards Street. The fire brought a four-alarm assignment before it was brought under control. The fire had started on the third floor and spread throughout the building. The contents contained newsprint and contained 4,500 tons of paper in 6,000 rolls. The fire started around 4:15 PM and was under control by 6:30. While the companies were engaged there, a fifth alarm fire broke out in the Williamsburg section. Chief Jireck was 68 years old and a member of the Fire Department for over 40 years. He lived at 201 Huntington Street.

# APPARATUS

## ENGINE 202

1869 Amoskeag 2nd size steamer  
1869 Amoskeag 2 wheel hose reel  
1871 Amoskeag 2nd size steamer, #381  
1883 Amoskeag 2nd size steamer, #585 in 1885  
1890 unknown make, 4 wheel hose tender  
1891 Amoskeag 2nd size steamer, #667  
Rebuilt in 1899 by the American Fire Engine Co.  
1895 Jones hose wagon, # 33B  
1904 Sheppard & Son hose wagon with turret, #93B  
1906 W. S. Nott 2nd size steamer, #635  
1921 American LaFrance 700 gpm, #3568 on 10-21-21  
1928 American LaFrance 700 gpm, #6520, 2-4-29  
1921 American LaFrance 700 gpm, #3566, on 6-17-32  
1920 American LaFrance 700 gpm, #3008, 6-16-36  
1929 Seagrave hose wagon, #184, 5-21-47  
1947 American LaFrance 750 gpm, #9019 on 5-21-47  
1938 Ward LaFrance hose wagon, #270, on 10-1-51  
1958 Mack 750 gpm, #1019, 3-31-58, became second pumper in 1971  
1954 Mack 1000 gpm, #1102 on 4-23-65 as a second pumper  
1971 Mack 1000 gpm, #MP7140 on 2-26-71  
1981 American LaFrance 1000 gpm, #AP812  
1979 Mack 1000 gpm, #MP7953 on 9-11-85  
1989 Mack 1000 gpm, #MP8921 on 2-6-90

## LADDER 101

1869 unknown make from the volunteer ladder truck  
18?? Leverick ladder truck, rebuilt in 1886 with a Hayes aerial.  
1899 LaFrance/Hayes 85 foot, #212  
1914 American LaFrance 65 foot, #137 on 7-17-17  
1929 American LaFrance 75 foot, #261 on 1-18-29  
1948 Ward LaFrance tractor under tiller #261 on 1-4-50  
1955 FWD 75 foot, #399 on 6-20-55  
1969 American LaFrance 100 foot, #6901 on 3-22-72  
1978 Seagrave 100 foot, SL7814 on 3-5-79  
1988 Seagrave 100 foot, SL8704T on 9-26-88

# IN THE NEWSPAPERS

## September 15, 1869

The Brooklyn Eagle

It was opening day at the Prospect Park Fair Grounds yesterday. The festivities included harness racing. The two races each had five heats a piece with the top three horses in the big race. The total purse was \$1000.00. The attendance was light due to the high temperatures.

A bank in Flushing was robbed during the past week. It is not known when the building was robbed because the room that had the money was not visited by anybody connected with the bank during the week.

The Young Men's Christian Association held its first meeting of the year with a packed house last night. Half of the attendees were women who were fashionably dressed and from society. The building, located at Flushing Avenue and Gallatin Place, was tastefully decorated.

The City Parks Commission met last night to discuss the remodeling of City Hall Park and the unveiling of the Lincoln Monument. The other main topic was the reorganization of the City's Park Police force. The 40 to 50-man police force, was being paying between \$14 to \$15 a week per patrolman. One of the biggest complaints is that at night no patrolman can be found.

The Academy of Music will open it's new season tomorrow night with the Parepa Rosa English opera performing the "Puritan's Daughter".

Dominicus Voorhees is building five brownstones on President Street between Clinton and Court Streets.

They will have the latest in modern conveniences and cost around \$20,000 each.

A new Methodist church is being built at Clearmont and Willoughy Avenues. The building, measuring 70 by 100 feet will be the largest Methodist church in the City. Once opened, it will hold 1800 people and cost \$80,000 to complete.

The new City Morgue at the rear of the jail will cost \$25,000. The two-story building measures 32 feet and is 65 feet deep.

A letter from Belgrade dated August 25th was received today telling about the fighting between the Turkish Government and the Serbian Government over a boarder town. It started over a fence that was placed on the Serbian side of the border by the Turks.

A billiard game championship was held at the Hippotheatron in New York City last night. John Deery of NYC and Melvin Foster, of New Haven, battle each other for four hours. The prize was a diamond-studded cue and \$500 each. John Deery won the match.

The organization of the new fire department was completed today. A total of 171 men were assigned to thirteen engines and six ladder companies. The day was spent going over the rules and regulations. The men will report to the firehouses tomorrow at 7 A.M. One of the rules has left some people wondering, "Below the rank of Foreman, the uniform shirt will be of

a blue material and above Foreman the shirt will be of a white material". Does the Foreman have to wear a shirt or can it be any other color except blue or white?

## **CURRENT MEMBERS OF ENGINE 202, LADDER 101 & BATTALION 32**

### **ENGINE 202**

Captain Terrence Sweeney

Lt. Thomas Calkins

Lt. Leo Fragapano

Lt. Clarence McClean

Lt. Cosmo. Romeo

FF. Vincent Anderson

FF. Anthony Catapano

FF. Robert Clarke

FF. David Coleman

FF. Anthony Corsaro

FF. Anthony Gurrera

FF. Michael J. Kuper

FF. Michael Mahoney

FF. Albert Nocella

FF. Robert O'Neil

FF. Adopho Otano

FF. Anthony Reinecke

FF. Maurizio Scarinci

FF. Kevin Thurlow

DETAILED

FF. Lesley Alvarez

FF. Joseph Cusumano

FF. Robert Spadaro

ROTATION

FF. Mark Loftus

FF. Stephen Viola

FF. Kevin Zaneski

## **LADDER 101**

Capt. Thomas J. Giordano  
Lt. Michael Delgrosso  
Lt. Joseph Gullickson  
Lt. Thomas J. Pigott

FF. Garry Box  
FF. Patrick Byrne  
FF. Salvator B. Calabro  
FF. Brian Cannizzaro  
FF. Edward Conroy  
FF. Edward Davis  
FF. Brian Donovan  
FF. Joseph Farinacci  
FF. Eric Figueroa  
FF. Arthur Fitzpatrick  
FF. Thomas G. Gannon  
FF. Ray Giovanniello  
FF. Gerald R. Hall  
FF. Thomas J. Kennedy  
FF. Ronald Kingsley  
FF. Frank LoSauro  
FF. Joseph Maffeo  
FF. Robert Mulligan  
FF. John O'Brien  
FF. Michael O'Gorman  
FF. Charles Pettignano  
FF. Louis W. Rufrano  
FF. Joseph Williams

### **DRTAILED**

FF. Nelson Haerr  
FF. Erik Knudsen  
FF. Charles Marshall  
FF. Matthew Nevins

## **BATTALION 32**

BC. James W. McGrath  
BC. James A. Jackson  
BC. Arthur S. Lakiotes  
BC. Robeert G. Stock  
BC. Charles E. Gussmann  
BC. John J. Podlucky

FF. Paul Brincat  
FF. John Scharfenberg  
FF. Joseph Williams

