

WINDSOR TERRACE AND ENGINE 240

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Engine 240 was placed in service on January 20, 1896. At that time it was not part of the F.D.N.Y. and the fire truck was not painted white over red or diesel powered. One hundred years ago the apparatus was pulled buy a team of horses and was painted a two tone green. Engine 240 was called Engine 40 back then and was part of the City of Brooklyn, the fourth largest city in the country.

The village of Windsor Terrace was a farm that belong to John Vanderbilt. He sold the farm to developers in 1849 and the village was formed in 1851. Between 1851 and 1888 there was no fire protection in the village. On January 11 of that year, a fire company was placed in service at 1288 Prospect Avenue and it was called Windsor Terrace Hose 3. They affiliated with the Flatbush Fire Department which was located to the south of Windsor Terrace.

The town of Flatbush was annexed by the City of Brooklyn on April 24, 1894 along with Windsor Terrace. The Brooklyn Fire Department kept the volunteers active until the City could build fire stations, buy equipment and hire manpower. For their services, each of the volunteer fire companies were paid \$1,000.00 a year. The Flatbush Department had one engine, five hose companies and three ladder companies.

The Brooklyn department had to hire members from the Flatbush Department to man the new companies. Over three hundred members belong to the Flatbush Department, but only forty four could be pick. Of the forty four picked, thirty two were Republicans. The reason thirty two Republicans were picked is because that is all that was on the department. Flatbush was a Democratic strong, while the City of Brooklyn was Republican. One member of the Hose Company 3 was assigned to Engine 40.

The first members of the company were; Foreman James Cummings and Assistant Foreman George H. Fletcher came from other Brooklyn companies. The members from the Flatbush companies were; Thomas F. Regin, William Gremeler, Douglas Murray, John Levanion, Walter T. Tibball, Henry Dorsch, Thomas Gorman, Anton Newman, Enos Pierson, John A. Boddy, Peter J. Velia, J. J. Mctigue and Frederick Meyer. Fireman Walter T. Tibball belonged to Hose Company 3.

Engine 40 and Ladder 21 were organized on the same day along with Engine 48 and Ladder 22 in Flatbush, Engine 49 and Ladder 23 in Midwood, and Engine 50 and Ladder 20 in Parkville. A lot was purchased from Anna M. Ferris on April 1, 1895 for a cost of \$1,600.00. The lot measured 40 feet in the front and 100 feet deep. Engine 40 and Ladder 21 moved into the newly built firehouse on Prospect Avenue near the corner of Greenwood Avenue. New apparatus was assigned to the company, Engine 40 received a 1895 Lafrance 4th size (300 to 500 gpm) steamer, 1896 P. J. Barrett hose wagon and a 1896 Holloway 50 foot City Service Ladder truck with a 40 gallon chemical tank.

The two bay, two story house was built by J. T. Lauretzen for a cost of \$15,600.00. The front of the building which measures 32 feet across has a Romanesque style, using Wyoming blue stone, Indiana limestone and gray pressed brick. On the left side is a circular tower supported on a richly carved cobble of limestone. The cornice is made of brick in an ornamental pattern. The two apparatus doors are rich in details with the frame work highly ornamental. The first floor has room for a steam fire engine, hose wagon and ladder truck. In the rear six stalls were provided for the horses and behind the stalls was a one story room for the feed and supplies for the horses, now the kitchen. The on left side in the front is the raised platform for the house watch and on the right side are hose racks, which can hold 700 feet of hose. The second floor has a sitting room, and an engineer room in the front, a dormitory with twelve beds, the foreman and assistant foreman's room in the back, and a general toilet room.

Prior to 1896, the fire department always boasted of the latest and most modern convinces and comforts for the men. With these new houses a new feature was added for the comfort of the men, a water heater for hot water. Now the men could take a hot bath after a fire. In the 1896 Annual Report it was reported "... to have the convenience of taking a refreshing bath, without the risk or danger of taking cold, which was the case in former years, when only cold water was obtainable."

A fireman did not have worry about finding a mutual partner or wonder "do I go to work today". The work schedule was very simple, 24 hours a day, 6 days on and the seventh day off. Each fireman could go home twice a day for two hours for meals. The assistant foreman and the engineer could also be detailed to a neighboring company to cover meals at that house. A fireman could also be detail to another firehouse for a 24 hour period to cover vacancies. The paid was a little over \$1,000.00 a year, or thirteen and half cents an hour for a 144 hour week.

The Cities of New York (including the Bronx), Brooklyn, Long Island City, parts of Western Queens, and Staten Island merged into the five Boroughs of New York City on January 1, 1898. Engine 40 and Ladder 21 officially became part of the F.D.N.Y. on January 28th. On April 15, 1898 Ladder 21 was disbanded as a separate fire company and the ladder truck assigned to Engine 40 to make it a combination company of an engine, hose wagon, and ladder truck.

On October 1, 1899 Engine 40 was renumber to Engine 140 to avoid confusion with Engine 40 in Manhattan. Engine 140 would last only to January 1, 1913 and after this date it would be called Engine 240. Combination Engine 240 status was changed on May 15, 1914 when it lost the ladder truck. Ladder 147 and Ladder 148 were placed in service in neighboring firehouse. The two motorized rigs replaced the three horse drawn ladder trucks at Engines 240, 248 and 250.

The fire horse would be given a high place in fire service history. They were treated better than the men and were well taken care of. The department had an ambulance to take the horses to hospital when hurt or sick, before the fire department had an ambulance for the men. The also received vacations before the men. The old timers would say that the

horses were smart, some of the horses could count the box numbers when the bells sounded and knew which box they responded on. After a fire on a cold snowy winters night, the horses would come back to the firehouse and the firemen would dry the horses, feed them and brush them down, then the men could take a hot bath, change clothes and warm up. The up keep on the horse for one year was around \$800.00 a year, a new motor operated apparatus cost \$64.00 for fuel. The pasting of the horses in most companies spelled the end of the fire department.

Engine 240 lost its horses on October 21, 1921 when they received a new American LaFrance 700 gpm pumper. The 1896 hose wagon was replaced in 1909 with a new Seagrave hose wagon. When the new LaFrance pumper arrived the hose wagon was not replaced until December 12, 1925 with a used 1914 Mack/Boyd hose wagon from Engine 255. The 1921 American LaFrance was replaced on June 26, 1936 with new LaFrance, 1923 model from Engine 11. This rig also could pump 700 gpm. On November 2, 1946 a new Ward LaFrance 750 gpm pumper replaced the 1923 model. The '46 LaFrance cost \$9,700.00 new. The company received another new Ward LaFrance 750 gpm pumper on January 22, 1954. The price had increased to \$14,405.00. In 1970 the company was assigned two different Mack pumpers, the first was a used 1965 Mack that came from Engine 225 on January 1, 1970 and was kept until June 12, 1970. The second rig was a new 1970 Mack pumper that could pump 1000 gallons of water per minute. Another 1970 Mack was delivered on Feb. 21, 1980 and used until August 8, 1980 at which time a new 1979 Mack was received. The current rig is a 1989 Mack that replaced the 1979 model on December 13, 1989.

By the mid 1920's the firehouse was starting to show its age. The new rigs were getting wider than the horse drawn apparatus and the doors were narrow. On November 20, 1925, \$10,000.00 allocated for the repairs of quarters, new apparatus doors, removing the roof of the tower and other general repairs. Before the work could be started some emergency work to one of the fireboats postponed the work for a lack of funds. In March of 1926 new bids were received for the work. The bids ranged from \$13,210.00 to \$24,184.00. The \$13,210.00 bid won the contract and the work was completed during 1926.

Beside Engine 240, the firehouse on Prospect Avenue has housed several other pieces of apparatus. Division 12 relocated on November 1, 1948 and Hydrant Service Unit 4 moved in on December 12, 1948. Both of these moves were temporary for some work being done in from Engine 250's quarters, While at Engine 240 the Hydrant Service 4 was renumber to #12 on April 18, 1949. Both units moved back to Engine 250's quarters on February 6, 1951 for the Division and February 9th for the Hydrant Service 12.

Today Engine 240 shares its quarters with the 48th Battalion. The Battalion moved into quarters on October 19, 1978. Battalion 38 was organized on April 1, 1906 at Engine 139 (now E-239) quarters on 4th Avenue and 6th Street. On April 15, 1906 the 38 Battalion was renumber to the 48 Battalion. The 10th Division was reorganized on January 1, 1930, in Engine 239's quarters and the 48th Battalion moved to Engine 220's quarters on 11th Avenue between 8th & 7th Avenues. In 1978 to Engine 240.

The fireman performs his job in the most hazardous of conditions, Most jobs a person knows he'll be home at the end of his shift but, not a fireman, he could have been hurt and in the hospital. Even worst he could lose his life. In the history of the New York City Fire Department 776 members have lost their lives. Five members of Engine 240 have paid that supreme price with their life.

Engine 140 was responding to fire on 56th Street and 12th Avenue in Borough Park on September 20, 1907. Fireman Edward D. Lahey was reaching for his boots when the hose wagon made a sharp turn from E. 3rd Street on to Ft. Hamilton Parkway throwing him off of the rig. He landed on his head, fracturing his skull and he lost consciousness. He died on September 25, never regaining consciousness. He was single and 27years old.

Fireman Thomas J. Osborn died on March 3, 1941. He was performing house watch in quarters on the night watch. He complained of be ill to his officer and was ordered to bed. Shortly Signal Station 2514 was received and Fireman Osborn responded to the apparatus floor, not being assigned to the box he went back to bed. At 9:45 he was found not breathing in his bed. He had died from a heart attack. He left a wife and two children.

Fireman Eugene F. Kelly and Fireman Robert W. Lane of Ladder 105, who were detailed to the company for the day, were injured on March 20, 1943. The company was responding to a automobile fire at Bedford Avenue and Hawthorne Street. Traveling north on Flatbush Avenue, a southbound trolley car sideswiped the apparatus throwing the six fireman to the street. Firemen Kelly and Lane received severe brain injuries in the accident. Fireman Kelly died two days later of his injury, and Fireman Lane died on April 9

Lieutenant John A. Lyden was overcome by smoke while fighting a fire in a row of taxpayers on December 23, 1949 . The fire at 324 through 328 Church Avenue was confined to the first floors of the three buildings and was label arson. He died shortly after reaching the hospital. He was 49 years old and left a wife.

The last member to died was Fireman Joseph J. Tucker. He was hurt at fire. He retired on disability on July 4, 1956 and died from his injury on Dec. 19, 1957.

Engine 240 is ready for any type of emergency, fire, water leak, EMS or just to pump air in a kid's bicycle tire. Engine 240 has been serving the citizens of Windsor Terrace and the rest of New York for 100 years and will continue serving the public no matter what part of the City it is, Brooklyn, Manhattan Queens, The Bronx or Staten Island, Engine 240 will be there.

100 HUNDRED YEARS AGO

JANUARY 20, 1896

It a Monday, the temperature is in the mid 30's with rain or maybe snow.

Mayor Wurster tried to enforced the excise law on Sunday by having the saloons closed. Every saloon in Brooklyn stayed open in defiance. The front doors were locked but, the side or rear doors were open. Police just look on.

"USS CINCINNATI" arrived today in the Brooklyn Navy Yard after spending time sailing around Cuba. She will be put into dry dock and made ready for sea in about 1 month.

Beth Israel Hospital is to build a new hospital at Jefferson and Cherry Streets. Four lots were purchase. The new hospital will be 5 stories high and have 150 beds.

A train wreck in Van Nest section of the Bronx. A passenger train collided with a freight train that was on a siding track. The fireman of the passenger train was killed. The three passengers on the train were not injured.

Help wanted ad in the Brooklyn Eagle, Wanted in dry good commission house, a Protestant American boy about 16 years old, salary first year \$150.00. Address in own hand writing. PO Box 2890 NYC

For exchange. I have 2, 2-1/2, & 3 story houses, apartment houses, flat houses and lots to trade in the beautiful Bedford & Stuyvesant section. What do you have to offer? Open nights, Frank Leffman, Real Estate Broker, 441 Hancock Street corner of Summer Avenue.

The Cycle Show open today in Madison Square Garden for two weeks, 342 vendor tables to visit. To see all the "Wheels" one must visit the show six times. Morning and early afternoons are the best time to see the show. Evening are well attended.

The famous Kaffir choir of South Africa will hold a song service to-night at the Memorial Presbyterian Church, 7th Avenue and St. Johns Place.

Velvet Carpets, fifteen patterns with or without matching borders, 78 cents per yard at William Berri's & Sons, 522-562 Fulton Street.

Hotel Arlington Now Open under New Management, Cor. Fulton & Johnson & Washington Sts., Brooklyn. European Plan, Superior accommodations at 75 cents per day and upward. Inducements offered to permanent guest.

Other happening in 1896; Utah was admitted into the Union as the 45th state after the Mormons agreed to give up polygamous marriage, The worlds first public golf course opened in New York's Van Cortlandt Park, The first modern Olympic games in Greece are played. Eggs 19 cents a dozen, flour 13 cents for 5 pounds, Hot songs of the day "Sweet Rosie O'Grady" and "A Hot Time in the Old Town".

AND Comedian George Burns is born today in Manhattan's lower Eastside.

THE APPARATUS OF ENGINE 240

HORSE DRAWN

1895 LAFRANCE 4TH SIZE STEAMER	#334	JAN. 20, 1896-OCT. 21, 1921
1896 P. J. BARRETT HOSE WAGON	#	JAN, 20, 1896- 1909
1896 HOLLOWAY COMBINATION C.S.T. 50'	#8B	JAN, 20, 1896-APR. 15, 1914
1909 SEAGRAVE HOSE WAGON	#129B	1909-OCT. 21, 1921

MOTORIZED APPARATUS

1921 AMERICAN LAFRANCE 700 GPM	#3580	OCT. 21, 1921-JUN. 6, 1936
1923 AMERICAN LAFRANCE 700 GPM	#4273	JUN. 6, 1936-NOV. 22, 1946
1946 WARD LAFRANCE 750 GPM	#2199	NOV. 22, 1946-JAN. 22, 1954
1953 WARD LAFRANCE 750 GPM	#3301	JAN. 22, 1954-JAN. 9, 1970
1965 MACK 1000 GPM	#1318	JAN. 9, 1970-JUN. 12, 1970
1970 MACK 1000 GPM	#MP7073	JUN. 12, 1970-FEB. 21, 1980
1970 MACK 1000 GPM	#MP7045	FEB. 21, 1970-AUG. 8, 1980
1979 MACK 1000 GPM	#MP7954	AUG. 8, 1980-DEC. 13, 1989
1989 MACK 1000 GPM	#MP8908	DEC. 13, 1989-PRESENT

THE OCCUPANTS OF 1309 PROSPECT AVENUE

ENGINE 40 BROOKLYN FIRE DEPARTMENT JAN. 20, 1896 - JAN. 28, 1898
LADDER 21 BROOKLYN FIRE DEPARTMENT JAN. 20, 1896 - JAN. 28, 1898

ENGINE 40 NEW YORK CITY FIRE DEPARTMENT JAN. 28, 1898 - APR. 15, 1898
LADDER 21 NEW YORK CITY FIRE DEPARTMENT APR. 15, 1898 - APR. 15, 1898

CEC 40* NEW YORK CITY FIRE DEPARTMENT APR. 15, 1898 - OCT. 1, 1899

CEC 140* NEW YORK CITY FIRE DEPARTMENT OCT. 1, 1899 - JAN. 1, 1913

CEC 240* NEW YORK CITY FIRE DEPARTMENT JAN. 1, 1913 - MAY 15, 1914

ENGINE 240NEW YORK CITY FIRE DEPARTMENT MAY 15, 1914 - PRESENT DATE

HYDRANT 4 NEW YORK CITY FIRE DEPARTMENT DEC. 12, 1948 - APR. 18, 1949
HYDRANT 12

NEW YORK CITY FIRE DEPARTMENT APR. 18, 1949 - FEB. 9, 1951

DIVISION 12 NEW YORK CITY FIRE DEPARTMENT NOV. 1, 1948 - FEB. 9, 1951

BATT. 48 NEW YORK CITY FIRE DEPARTMENT OCT. 19, 1978 - PRESENT DATE

* COMBINATION ENGINE

FIRE DEPARTMENT CITY OF NEW YORK
BOROUGHS OF BROOKLYN & QUEENS

SPECIAL ORDER No 114

New York September 25, 1907

1 With feelings of the of the deepest regret the death of Fireman 1st grade Edward D. Leahey of Engine Co. 140, who died from injuries received while responding with his company to a fire at 56th Street & 12th Avenue, Borough of Brooklyn on September 20th, 1907, Station 2-463 is hereby announced to the Department.

The Department mourns the loss of this brave fireman from its ranks and extends its most heartfelt sympathy to the relatives and friends of the deceased in the sad loss which has so suddenly befallen them.

The funeral escort will consist of one company of the men composed of two fireman each from the 31st, 32nd, 33rd and 38th Battalions under the command of Asst. Foreman Dennis McAuly, Engine 136.

The members of Engine Co. 140 will act as pallbearers and mourners. The funeral will take place from his late residence No. 455 5th Street, Borough of Brooklyn, at 9:30 A. M. sharp on the 28th instant, thence to the Church of St. Saviour, Cor. 6th St. and 8th Avenue. Interment in Calvary Cemetery.

HEADQUARTERS
FIRE DEPARTMENT
CITY OF NEW YORK

SPECIAL ORDER
No. 44

New York, March 5, 1941

1 With regret, the death of Fireman 1st grade *Thomas J. Osborn*, Engine Co. 240, which occurred at 11.40 P. M., March 3, 1941, is hereby announced to the department.

Funeral will take place from the Duffy Funeral pallor, 237 Ninth Street, Borough of Brooklyn, at 9.30 A. M., Thursday, March 6, 1941. Interment at Holy Cross Cemetery, Brooklyn.

The Deputy Chief of the 10th Division shall detail one Lieutenant and twelve Fireman, who, together with six Members from the off platoon of Engine Co. 240 (who shall act as pallbearers), shall report, in full uniform, at the quarters of Engine Co. 239, at 9.15 A. M. on the 6th inst., proceed to the above-mentioned funeral parlor, thence to the Church of St. Thomas Aquinas, 9th Street and 4th Avenue, Borough of Brooklyn, and after the service, shall accompany the remains a reasonable distance, when detail shall be dismissed.

HEADQUARTERS
FIRE DEPARTMENT
CITY OF NEW YORK

SPECIAL ORDER
No. 65

New York, March 24, 1943

1 With regret, the death of Fireman 1st grade *Eugene F. Kelly*, of Engine Co. 240, which occurred at 6.55 P. M., March 22, 1943, from Fracture of the skull and Lacerations of the brain, caused by and introduced in the performance of duty, while responding to Signal Station 1091, at 7.50 P. M., March 20, 1943, is hereby announced to the Department.

The heartfelt sympathy of the entire Department goes out to the family, relatives and friends of the deceased in the midst of the great loss which they and the Department have sustained.

Funeral will take place from the Funeral Home of Walter B. Cooke, Inc., 1218 Flatbush Avenue, Borough of Brooklyn, at 9.30 A. M., Friday, March 26, 1943. Interment Calvary Cemetery.

HEADQUARTERS
FIRE DEPARTMENT
CITY OF NEW YORK

SPECIAL ORDER
No. 217

New York, December 27, 1949

1 With regrets, the death of Lieutenant *John A. Lyden*, of Engine Co. 240, which occurred at 12.20 A. M., December 24, 1949, from injuries sustained in the performance of duty while operating at Signal Station 3775, Brooklyn, received at 11.54 P. M., December 23, 1949, is hereby announced to the Department.

The heartfelt sympathy of the entire Department goes out to the family, relatives and friends of the deceased in the midst of the great loss which they and the Department have sustained.

The funeral will take place from Walter B. Cooke Funeral Home, 20 Snyder Avenue, Borough of Brooklyn, at 9.30 A. M., Tuesday, December 27, 1949. Interment at Holy Cross Cemetery.

HEADQUARTERS
FIRE DEPARTMENT
CITY OF NEW YORK
UNIFORMED FORCE

DEPARTMENT
232

New York, December 20, 1957

ORDER No.

1.1 With regret, the death of retired Fireman *Joseph J. Tucker*, formerly of Engine 240, residing at 1485 East 52nd Street, Brooklyn, N.Y., which occurred on December 19, 1957, is hereby announced to the Department.

Funeral will take place from the Michael J. Smith Funeral Home, 248 Prospect Park West, Brooklyn, N.Y., on December 21, 1957, followed by a 9>30 A. M. Requiem Mass at Holy Name R. C. Church, 245 Prospect Park West, Brooklyn, N.Y. Interment at Holy Cross Cemetery.

THE CAPTAINS OF ENGINE 240

CAPT. JAMES CUMMINGS	1896 - ????
CAPT. EDWIN LAWLEY	1919 - 1921
CAPT. PETER GLEASON	1922 - 1924
CAPT. MICHAEL CASEY	1925 - 1932
CAPT. EDWARD J. HENRY	1945 - 1948
CAPT. FRANCIS E. CARNEY	1948 - 1953
CAPT. EDWARD J. RYAN	1953 - 1957
CAPT. EDWARD D. KELSEY	1957 - 1959
CAPT. THOMAS J. O'NEILL	1959 - 1968
CAPT. MICHAEL A. CAPUTO	1968 - 1969
CAPT. MICHAEL CHICKO	1969 - 1976
CAPT. HENRY ZUERCHER	1976 - 1977
CAPT. PETER DELYETT	1977 - 1983
CAPT. ROBERT SCHILDHORN	1983 - 1987
CAPT. MATTHEW A. SABATELLO	1987 - Active

THE LIEUTENANTS OF ENGINE 240

LT. GEORGE H. FLETCHER	1896 - ????
LT. MARTIN MONAHAN	1908 - 1923
LT. JAMES HEFFERNAN	1908 - 1910
LT. ERASTUS W.R. GEARARD	1916 - ????
LT. GEORGE P. OATES	1919 - 1923
LT. GEORGE P. OATES	1925 - 1938
LT. HERBERT J. LANGLEY	1937 - 1944
LT. JOHN A. LYDEN	1943 - 1949
LT. TIMOTHY J. LYNCH	1943 - 1958
LT. EDWARD COMISKEY	1948 - 1951
LT. ALFRED OLSEN	1950 - 1958
LT. EDWARD J. HENVY	1951 - 1953
LT. JOSEPH WEINHOFER, JR.	1951 - 1955
LT. ELMER F. CHAPMAN	1954 - 1955
LT. GEORGE A. NELSON	1955 - 1958
LT. SALVATORE V. ALERRA	1957 - 1957
LT. FRANCIS B. MERWIN	1957 - 1958
LT. ANDREW G. ROMER	1957 - 1957
LT. BERTRAM J. JACOBS	1958 - 1961
LT. FRANK J. MIALE	1958 - 1963
LT. ANDREW G. ROMER	1958 - 1963
LT. ANTHONY KERNER	1963 - 1974

LT.	ISIDORE ORDANSKY	1963 - 1967
LT.	WILLIAMJ. CSONY	1966 - 1974
LT.	EDWARD BOLES	1967 - 1972
LT.	JOHN E. BARBIERI	1972 - 1977
LT.	JAMES CORCORAN	1974 - 1978
LT.	FREDERICK PULIZZOTTO	1974 - 1981
LT.	GEORGE BRIFFA	1978 - 1983
LT.	THOMAS W. HOUGH	1978 - 1980
LT.	CHARLES SCALA	1980 - 1983
LT.	JOHN SCARPA	1980 - 1986
LT.	JAMES J. BRENNAN (3)	1983 - 1990
LT.	EUGENE A. CARLSON	1983 - 1996
LT.	JOHN E. PEASE	1986 - 1990
LT.	ALEXANDER V. CHIMIENTI	1990 - ACTIVE
LT.	FRANK HUDEL	1990 - 1994
LT.	LEONARD MEROLA	1995 - ACTIVE
LT.	ANTHONY AUCIELLO	1996 - ACTIVE

THE FIREMAN OF ENGINE 240

ENG.	JOHN J. DOYLE	1916 - 1923
ENG.	IRVING P. FOLEY	1916 - 1921
ENG.	JOHN W. SHANLEY	1922 - 1923

FF.	JOHN A. BODDY	1896 - ????
FF.	HENRY DORESCH	1896 - 1916
FF.	THOMAS GORMAN	1896 - ????
FF.	WILLIAM GREMELER	1896 - ????
FF.	JOHN LEVANION	1896 - ????
FF.	WILLIAM J. MCEWAN	1896 - ????
FF.	J.J. MCTIGUE	1896 - ????
FF.	FREDERICK MEYER	1896 - ????
FF.	DOUGLAS MURRY	1896 - ????
FF.	ANTON NEWMAN	1896 - ????
FF.	ENOS PIERSON	1896 - ????
FF.	THOMAS F. REGIN	1896 - ????
FF.	WALTER T. TIBBALL	1896 - ????
FF.	PETER J. VEILA	1896 - ????
FF.	JOHN H. HAULTE	1903 - 1905
FF.	JULIUS HEINE	1905 - 1906
FF.	GEORGE P. OATES	1907 - 1916

FF.

JOHN J. HANNAN

1908 - 1909

FF. WILLIAM G. SMITH	1909 - 1918
FF. JOHN F. AHEARN	1915 - 1940
FF. MICHAEL M. MORRISSEY	1916 - 1916
FF. CHARLES KRATOCHVIAL	1916 - 1919
FF. WILLIAM J. TUMILTY	1916 - ????
FF. EDWARD J. NOONAN	1917 - 1919
FF. FRANCIS L. GEARITY	1918 - 1922
FF. JOHN J. HARTIGAN	1918 - 1932
FF. EUGENE F. KELLY	1918 - 1943
FF. JOHN F. MICHAELSEN	1919 - 1920
FF. CHARLES BOLGIANI	1919 - ????
FF. JAMES P. CORRIGAN	1919 - 1920
FF. JOHN J. HENDERSON	1919 - 1922
FF. ANTONIO RENDE	1919 - 1924
FF. JOSEPH M. SULLIVAN	1919 - 1919
FF. MICHAEL LOGAN	1919 - 1930
FF. VINCENT J. AUGER	1921 - 1923
FF. PATRICK CUNNINGHAM	1919 - 1937
FF. JOHN F. HOCKNELL	1921 - 1921
FF. JOSEPH B. LAVERY	1920 - 1923
FF. CHARLES W. LYNCH	1921 - 1924
FF. JOSEPH A. MCDERMOTT	1921 - 1922
FF. THOMAS F. MCNULTY	1921 - 1929
FF. FRANK S. OENHAUSEN	1919 - 1929
FF. GEORGE S. FISHER	1922 - 1922
FF. FRANCIS J. WARD	1922 - 1926
FF. GEORGE B. CURRAN	1923 - 1942
FF. RAYMOND E.M. FROHDER	1923 - 1923
FF. ROBERT A. MCCARTHY	1923 - ????
FF. HOWARD L. HAYNES	1923 - 1930
FF. FRANCIS L. GEARITY	1924 - 1938
FF. ALFRED E. JOHNSON	1924 - 1927
FF. EDWARD D. LANE	1925 - 1933
FF. JOSEPH B. LAVERY	1924 - 1934
FF. WALTER X. MALONEY	1924 - 1937
FF. PETER F. MCCULLAGH	1925 - 1929
FF. DANIEL F. CARROLL	1927 - 1956
FF. JAMES P. HUGHES	1927 - 1930
FF. FRANCIS P. LANTRY	1927 - 1940
FF. ALFRED E. JOHNSON	1928 - 1936
FF. CHRISTOPHER L. MAHER	1930 - 1931
FF. THOMAS J. OSBORN	1933 - 1941
FF. JOHN B. MULVIHILL	1934 - 1942
FF. EDWARD F. HARRIGAN	1935 - 1966
FF. MURRAY ABRAMOFF	1937 - 1946
FF. THOMAS D. MULVEY	1937 - 1946

FF.	FRANK A. HYLAND	1937 - 1942
FF.	THOMAS D. MULVEY	1937 - 1946
FF.	BERNARD A. HYLAND	1939 - 1947
FF.	WILLIAM J. MCHALE	1939 - 1942
FF.	DANIEL DEIGHAN	1939 - 1944
FF.	ROBERT A. BARBIERI	1940 - 1944
FF.	LAUREANO R. SANCHEZ	1940 - 1972
FF.	EDWARD B. BABBERI	1941 - 1956
FF.	THOMAS P. MULLEN	1941 - 1954
FF.	FREDERICK A. WALL	1941 - 1960
FF.	WALTER X. MALONEY	1941 - 1943
FF.	ARTHUR LIH	1942 - 1956
FF.	WILLIAM A. GRIFFON	1943 - 1954
FF.	JAMES J. SCHENCK	1943 - 1953
FF.	WILLIAM S. ANDERSON	1944 - 1946
FF.	CELLINI BENVENUTO	1944 - ????
FF.	RALPH J. CLOPPSE	1944 - 1946
FF.	JOHN TIERNAN	1944 - 1948
FF.	HERBERT L. MENDELON	1945 - 1955
FF.	CHARLES SPIELMAN	1945 - 1946
FF.	SOLOMON CLORFEINE	1946 - 1955
FF.	JAMES KASOW	1946 - 1956
FF.	HERBERT J. LANGLEY	1946 - 1948
FF.	EDWARD MCDERMOTT	1946 - 1955
FF.	SVEN W. WITZGALL	1946 - 1959
FF.	SALVATORE J. ARIOSTO	1947 - 1947
FF.	RALPH J. CLOPPSE	1947 - 1958
FF.	JOSEPH COCCARI	1947 - 1956
FF.	LAWRENCE P. COLBERT	1947 - 1956
FF.	ERNEST G. HOPPE	1947 - 1947
FF.	LOUIS E. MIALE	1947 - 1958
FF.	JAMES M. O'BRIEN	1947 - 1949
FF.	HYMAN S. POLAND	1947 - 1950
FF.	MARTIN SCHEINKMAN	1947 - 1947
FF.	EDMUND POLANSKI	1948 - 1976
FF.	WILLIAM T. MCLAUGHLIN	1949 - 1951
FF.	FRANCIS C. BROWN	1951 - 1958
FF.	FRED G. FERRAZZANO	1951 - 1951
FF.	LOUIS PASCONE	1951 - 1951
FF.	JOHN M. REMENTERIA	1951 - 1951
FF.	ARTHUR G. THOMPSON	1951 - 1952
FF.	CHARLES E. CURTIN	1952 - 1952
FF.	VINCENT J. BARTOLOMEO	1953 - 1965
FF.	LIONEL HAYNES	1953 - 1976
FF.	JOHN MILLER	1953 - 1961
FF.	EDWARD P. MOSER	1953 - 1954
FF.	WILLIAM R. MOWAT	1953 - 1974

FF.	SAM W. SANTORO	1953 - 1958
FF.	ANTHONY J. CAMELLO	1954 - 1960
FF.	JOHN D. MURRAY	1954 - 1956
FF.	JOSEPH J. TUCKER	1954 - 1956
FF.	EDWARD LEWANDOWSKI	1955 - 1956
FF.	RALPH J. MAIO	1955 - 1978
FF.	JAMES J. MCGOWAN	1955 - 1955
FF.	JOHN J. NEARY	1955 - 1967
FF.	ROBERT A. SULLIVAN	1955 - ?????
FF.	JAMES F. BUCKLEY	1956 - 1958
FF.	ALFRED N. HADDAD	1956 - ?????
FF.	ANTHONY G. VIVOLO	1956 - 1977
FF.	JOHN ESPOSITO	1957 - 1965
FF.	MATTHEW T. MCGUIRE	1957 - 1957
FF.	STEPHEN J. WALSH	1957 - ?????
FF.	VINCENT F. MONTRLRDNE	1957 - 1964
FF.	ALEXANDER G. CAMPBELL	1958 - ?????
FF.	ERNEST C. LABBATO	1958 - 1969
FF.	HAROLD A. MALONE	1958 - ?????
FF.	ERNEST KOCH	1959 - 1969
FF.	JOSEPH P. CORRIGAN	1960 - 1962
FF.	JAMES P. BURNS	1961 - 1961
FF.	NICHOLAS J. CALVONI	1961 - 1967
FF.	WILLIAM J. LYNCH	1961 - 1962
FF.	MICHAEL A. MANNOCHIO	1961 - 1963
FF.	JAMES P. BURNS	1962 - 1962
FF.	WILLIAM HILLIS	1962 - 1963
FF.	WILLIAM G. SHEIL	1963 - 1964
FF.	JOHN F. COSTELLO	1964 - 1990
FF.	THEODORE MILHAM	1964 - 1973
FF.	DONALD MORAN	1964- 1984
FF.	KENNETH ROY JR.	1964 - 1982
FF.	ROBERT WRENN	1964 - 1969
FF.	JOSEPH M. BORG	1965 - 1970
FF.	WILLIAM HILLIS	1965 - 1990
FF.	PAUL MOCCIARO	1965 - 1972
FF.	JAMES J. MORAN #4	1965 - 1975
FF.	DONALD SIMONSON	1965 - 1970
FF.	ARNOLD J. GROZINO	1966 - 1979
FF.	FRED NOCELLA	1967 - 1990
FF.	RICHARD E. ROGERS	1967 - 1968
FF.	DONALD E. ROZAS	1967 - 1971
FF.	ALEXANDER SASSO	1967 - 1980
FF.	GEORGE PIFKO	1968 - 1972
FF.	WALTER VINES	1968 - 1974
FF.	JOHN PETERSON	1969 - 1975
FF.	FRANK PINERO	1969 - 1975

FF.	RALPH CAPASSO	1970 - 1974
FF.	PETER B. HESPE	1970 - 1975
FF.	WILLIAM M. KELLY	1970 - 1972
FF.	ARTHUR J. MURRAY	1970 - 1971
FF.	DOMINICK RINELLI	1970 - 1977
FF.	RICHARD S. BUTMANKIEWICZ	1972 - 1981
FF.	JOHN C. DEMOLA	1972 - ????
FF.	BATMAN RIEWITZ	1972 - ????
FF.	THOMAS A. RUFFO Jr.	1972 - 1973
FF.	BENJAMIN JONES	1973 - 1989
FF.	RONALD J. SALIG	1973 - 1975
FF.	ROBERT BELLOW	1974 - 1977
FF.	ROBERT J. FITTING	1974 - 1975
FF.	LINO PICCONI	1974 - 1977
FF.	WILLIAM A. ROGERS	1974 - 1978
FF.	MICHAEL DEMEO	1975 - 1977
FF.	THOMAS DIGEROLAMO	1975 - 1976
FF.	MICHAEL A. CHIERICO	1976 - 1976
FF.	BENEDICT J. MODICA	1976 - 1984
FF.	ANDREW J. BEARD	1977 - 1980
FF.	THOMAS K. MURDOCH	1977 - 1978
FF.	WILLIAM M. SUMMERS	1977 - 1977

FF.	KENNETH DUGAN	1978 - 1988
FF.	JOSEPH FITZPATRICK	1978 - 1979
FF.	ANTHONY DENARDO	1979 - 1980
FF.	JOHN R. DRISCOLL	1979 - 1991
FF.	RICHARD GUIFFREDO	1979 - 1987
FF.	WILLIAM HAYES	1979 - 1990
FF.	DENNIS P. KEATING	1979 - 1987
FF.	JOSEPH LECLAIRE	1979 - 1980
FF.	PHILIP A. LIUBICICH	1979 - 1981
FF.	PAUL LUDWIG	1979 - ACTIVE
FF.	JOSEPH MASULLO	1979 - 1992
FF.	HENRY J. PORCARO	1979 - 1987
FF.	LOUIS SARTINI	1979 - 1984
FF.	JOHN STARK	1979 - 1984
FF.	EDWIN TRAVERS	1979 - 1982
FF.	GEORGE MARSHALL	1980 - 1984
FF.	DONALD L. SINCLAIR, JR	1980 - 1987
FF.	MARK A. FERRAN	1981 - 1986

FF.	JOSEPH K. MASTERSON	1981 - 1984
FF.	ERIC MICHELSEN	1981 - 1985
FF.	JAMES J. PALMIERI	1981 - 1986
FF.	ANTHONY ACCARDO	1982 - 1987
FF.	ALEXANDER BROWN	1982 - 1984
FF.	JOSEPH SOCCI	1982 - 1991
FF.	PAUL M. BARDO	1983 - ACTIVE
FF.	RAYMOND J. ASARO	1984 - 1987
FF.	ROBERT J. MANNARINO	1984 - 1986
FF.	JOHN PROCH	1984 - ACTIVE
FF.	KEVIN J. RYAN	1984 - 1987
FF.	JOHN A. ZAZULKA	1984 - 1987
FF.	FREDERICK P. WALL	1981 - 1984

FF.	ROBERT M. WATSON	1985 - 1991
FF.	GERARD CLEMENT	1986 - 1987
FF.	THOMAS ZELIOS	1986 - 1992
FF.	KELVIN ALCACLA	1987 - ACTIVE
FF.	FRANK J. BAVARO	1987 - 1994
FF.	BRIAN A. BECKER	1987 - 1994
FF.	RICHARD P. DAVAN	1987- 1990
FF.	WILLIAM K. MICCIO	1987 - 1989
FF.	JOSEPH R. RICHTER	1987 - 199
FF.	LAWRENCE G. VELING	1987 - 1995
FF.	WILLIAM FITZGIBBONS	1989 - 1993
FF.	JAMES F. HAMMILL	1989 - 1993
FF.	DEDIE PLASENCIA	1989 - ACTIVE
FF.	KERRY M. WALSH	1989 - 1994
FF.	MICHAEL J. KENDALL	1990 - ACTIVE
FF.	CHARLES J. O'NEILL	1990 - 1994
FF.	EDWARD F. WITKOWSKI	1990 - ACTIVE

FF.	PHILIP BENIGNO	1991 - ACTIVE
FF.	GERARD M. CHIPURA	1991 - ACTIVE
FF.	ANDREWJ. BEARD	1992 - ACTIVE
FF.	AUGUST GIBSON 3RD	1992 - ACTIVE
FF.	MICHAEL HEALY	1993 - ACTIVE
FF.	ROBERT F. DANA	1994 - 1995
FF.	RICHARD A. LANG	1994 - ACTIVE
FF.	PATRICK J. SULLIVAN	1994 - ACTIVE
FF.	JOHN A. WINKLER	1994 - ACTIVE
FF.	LOUIS D. CASERTA	1995 - ACTIVE
FF.	ALFONSE J. CALATO	1995 - ACTIVE
FF.	MICHAEL J. DUZANT	1995 - ACTIVE
FF.	THOMAS F. MAHONY	1995 - ACTIVE