

A History of Fire Department Companies  
In the Borough of  
**QUEENS**

# . . . And in the Borough of Queens

Before being incorporated in 1897, Queens County consisted of one city, Long Island City, and 6 towns. In 1898 there were 11 square miles of the new Borough of Queens which was protected by 9 paid companies of the Long Island City Fire Department and 15 volunteer Fire Departments with 63 companies and more than two thousand members.

At the time of the consolidation of Queens into the F.D.N.Y. the L.I.C.F.D. had 6 engines and 3 ladders.

Up to 1891 there were 12 volunteer Fire Companies in the territory of what is today Long Island City.

Long Island City undertook to form a paid Department which went into service on February 1, 1891 as Engine 1 and Ladder 1.

After the 1st three companies were formed in Long Island City, due to lack of finances no further stations could open and no apparatus could be obtained to complete the Paid Department. The State government was appealed to and funds were appropriated for equipment.

With the growth of communities, additional units were organized until at the start of disbanding of the Volunteers there were 75 companies in 17 Departments. These Volunteer Departments operated 47 hose wagons and carriages, 24 ladders, 3 steam fire engines, 3 chemical engines and one hand engine.

A start was made in The Rockaways with the organization of the 37th (now 47th) Battalion, Engines 164, 165, 166 and 167 and Ladder 71 going into service on September 1, 1905. On November 28, Engine 168 was organized. These units were quartered in houses of 6 of the 14 volunteer units they replaced.

The Rockaway vicinity covered by the 37th Battalion was so separated from the rest of the Borough that when the Deputy Chief of the then 9th Division (now 13th) wanted to visit the Rockaway Battalion he usually took a Long Island Railroad steam train to one of the stations on the Rockaway line where he was met by the Battalion Chief. At first the Rockaway Peninsula even had its own independent fire alarm system with 38 street boxes which were not connected to the alarm systems serving the other parts of Queens. It wasn't until 1928 that the Rockaway system was combined with the rest of the Borough although other towns had their systems connected with the Queens Central Office after consolidation as a Borough.

By the mid 1950's the Rockaway Peninsula had 250 alarm boxes and now with 2 bridges, companies in other parts of Queens and Brooklyn could respond.

The Jamaica and Richmond Hill sections of Queens were the next to have the paid Fire Department organized which occurred on July 5, 1907 with Engine 170, Hose Companies 2, 3, 4, 5, 6, 7 and Ladders 75, 76 77 and the 50th Battalion replacing a total of fifteen volunteer companies.

The Villages of Flushing and College Point were given Paid Department protection a year later in 1908 with the formation of the 52nd Battalion consisting of Engines 172, 173, 174, Hose Companies 8, 9 and Ladders 79 and 80 being organized December 1. These units replaced nine volunteer companies.

With the formation of other Paid units by 1915 there were only 15 volunteer companies in service in Queens, 4 of which were mustered out later in 1915. It was on November 30, 1929 that the last of the volunteer units in Queens were replaced.

Today the Borough of Queens F.D.N.Y. units not only protect the citizens of that Borough as well as industrial area but also has

the awesome responsibility of protecting New York City's 2 major airports sharing that responsibility with Port Authority Fire units.

In addition the Borough now has one Rescue Company, the F.D.N.Y.'s Foam truck and the Department's active Searchlight rig relocated from the Borough of Manhattan to Queens in the early 1970's.

Unfortunately the blight that destroyed many parts of the other boroughs of the City has started to spread into Queens, but the F.D.N.Y. continues its dedicated fight to protect the citizens and property of the Borough of Queens.

## VOLUNTEER COMPANIES OF QUEENS

## Black Stump Bayside

BLACK STUMP H&L & Bucket CO. 1. Disbanded October 16, 1923

PAYSIDE FIRE ENGINE CO. Elsie Place & 1st Street  
Disbanded November 15, 1924

BAYSIDE VOLUNTEER FIRE CO. Disbanded November 15, 1924

ENTERPRISE H&L 1 Elsie Place & 1st Street

## College Point

UNION HOSE CO. 1 Organized February 17, 1857  
225 16th Street  
Hose Company 8 (Engine 296) organized in this quarters

EAGLE H&L 1 Organized February 17, 1857  
227 16th Street  
H&L 80 (H&L 130) organized in this quarters

ENTERPRISE HOSE CO. 2 Disbanded December 1, 1908  
518 5th Street  
Hose Company 9 (Engine 297) organized in this quarters

## Corona

PIONEER H&L 6

## Creedmore

CREEDMORE HOSE Co. 1 Disbanded October 16, 1923

## Douglaston

DOUGLASTON HOSE 1 Disbanded November 30, 1929  
42-30 Douglaston Parkway

## Far Rockaway

MOHAWK HOSE 1 Disbanded September 1, 1905

PROTECTION H&L 1 Disbanded September 1, 1905

OCEANIC HOSE 1 Disbanded September 1, 1905

## Flushing

MURRAY HILL HOSE CO. 4 Disbanded December 1, 1908  
Murray Street & LIRR  
Engine 174 (274) organized in this quarters

MUTUAL ENGINE 1 Disbanded December 1, 1908  
Union Street & LIRR  
Engine 173 (273) organized in this quarters

RESCUE H&L 1 Disbanded December 1, 1908  
Grove Street nr. Main Street  
H&L 79 (129) organized in this quarters

EMPIRE HOSE 1 Disbanded December 1, 1908

YOUNG AMERICA HOSE 2 Disbanded December 1, 1908  
Washington nr. Prince Streets

FLUSHING HOSE 3 Disbanded December 1, 1908  
Robinson Avenue nr. Queens Avenue

Floral Park  
FLORAL PARK H&L 1

Forest Hills  
FOREST HILLS FIRE CO., INC. Disbanded November 15, 1924  
Austin Street nr. Roman Avenue

Hollis  
COLUMBIA HOSE 1 Disbanded January 15, 1921  
HOLLIS H&L 1 Disbanded January 18, 1921

Jamaica  
ATLANTIC H&L 1 Disbanded July 5, 1907  
Union Avenue nr. Fulton Street  
H&L 77 (127) organized in this quarters  
  
CONTINENTAL TRUCK 2 John Street nr. Grove Street  
Disbanded July 5, 1907  
Hose Co. 5 (Engine 298) organized in this quarters

JAMAICA H&L 3 Disbanded July 5, 1907  
Irving Place nr. Broadway  
H&L 76 (126) organized in this quarters

RESOLUTE HOSE 5 Disbanded July 5, 1907  
Bandman Avenue nr. Henry Street  
Hose Co. 3 (Engine 303) organized in this quarters

WOODHULL HOSE CO. 1 Disbanded July 5, 1907  
Herriman Avenue nr. Fulton Street  
Hose 6 (Engine 299) organized in this quarters

DISTLER HOSE 3 Disbanded July 5, 1907  
Rockaway Turnpike nr. Fulton Street  
Hose 4 (Engine 302) organized in this quarters

EXCELSIOR HOSE 2 Disbanded July 5, 1907  
Union Avenue nr. Fulton Street  
Battalion 51 organized in this quarters

POSDICK HOSE 4 Disbanded July 5, 1907  
Orchard Street nr. North 1st Street  
Hose Company 7 (Engine 275) organized in this quarters

Little Neck  
ACTIVE H&L AND HOSE CO. Disbanded November 30, 1929  
Northern Boulevard & 250th Street

Long Island City  
ASTORIA FIRE ENGINE CO. 1

ASTORIA H&L 1

JACKSON ENGINE 1

PROTECTION ENGINE 2

FRANKLIN ENGINE 3

HUNTER ENGINE 4 (Dutch Kills)

WASHINGTON ENGINE 7 (Ravenswood)

MOHAWK HOSE 1

COLUMBIA HOSE COMPANY 2

RAMBLER HOSE CO. 3

STEINWAY HOSE CO. 7

TIGER HOSE CO. 8

#### Middle Village

FEARLESS H&L 7

#### Newton

GOODERSON ENGINE CO. 2 (Winfield Village) Organized May 2, 1862  
and disbanded February 20, 1913.

MASPETH ENGINE CO. 4 Disbanded February 20, 1913

LEONA CHEMICAL ENGINE CO. Disbanded February 20, 1913

WANDOWENOCK FIRE H&L CO. Disbanded February 20, 1913

WOODSIDE H&L CO. Disbanded February 20, 1913

MASPETH H&L CO. Disbanded February 20, 1913

IVANHOE H&L 9 (Glendale) Disbanded February 20, 1913.  
(Also known as GLENDALE FIRE H&L 9)

ELMHURST H&L COMPANY Disbanded February 20, 1913

PIONEER FIRE H&L COMPANY Disbanded February 20, 1913

#### Queens Village

QUEENS H&L 1 Disbanded May 1, 1921  
Carey Street & LIRR

QUEENS HOSE 2 Disbanded May 1, 1921  
Jamaica Avenue nr. Pallister Street

#### Richmond Hill

ATLANTIC HOSE COMPANY Disbanded July 5, 1907  
Spruce Street nr. Atlantic Avenue  
H&L 75 (125) organized in this quarters

COLUMBIA HOSE CO. 1 Columbia Fire Dept.

COLUMBIA H&L 1 Disbanded July 5, 1907  
Willow Street nr. Hillside Avenue  
Engine 170 (270) organized in this quarters

MORRIS PARK ENGINE CO. 1 Richmond Hill Fire Department

MORRIS PARK H&L 1 Organized November 11, 1890 and disbanded on July 5, 1907

CLARENCEVILLE H&L 2 Greenwood Avenue nr. Atlantic Avenue

MORRIS PARK HOSE CO. 1

PECARE HOSE CO. 2

Rockaway Beach

ARVERNE HOSE 2 Organized March 24 1900 and disbanded on September 1, 1905

SAM MYERS H&L 2 Organized March 20, 1897 and disbanded on September 1, 1905

VOLUNTEER HOSE CO. 2 Organized October 22, 1887 and disbanded on September 1, 1905

ATLANTIC HOSE CO. 1 Organized March 24, 1900 and disbanded on September 1, 1905

OCEANUS H&L 1 Organized October 13, 1886 and disbanded on September 1, 1905

REMSEN CHEMICAL ENGINE CO. 3 Organized January 28, 1895 and disbanded on September 1, 1905  
(Also called HOLLOWAY CHEMICAL ENGINE)

Rockaway Park

SEASIDE HOSE CO. 1 Organized January 13, 1888 and disbanded on September 1, 1905

SEASIDE ENGINE CO. 1 Organized February 13, 1895, disbanded on September 1, 1905

ATLANTIC ENGINE CO. 1 Organized 1887, disbanded on September 1, 1905

ARVERNE ENGINE 2 Organized December 20, 1893 and disbanded on September 1, 1905

Rosedale

ROSEDALE CHEMICAL ENGINE COMPANY Disbanded September 16, 1927  
Washington Avenue nr. Union Avenue

ROSEDALE H&L COMPANY Disbanded September 16, 1927  
Prospect Place & Rosedale Avenue

St. Albans

ST. ALBANS H&L CO. 1 Disbanded July 16, 1921  
Central & Farmer Avenues

Springfield

SPRINGFIELD CHEMICAL ENGINE CO. 1 Disbanded September 16, 1927  
Springfield Boulevard & 141st Street

SPRINGFIELD HOSE CO. 1 Disbanded September 16, 1927  
Merrick Road & Springfield Boulevard

**Whitestone**

**ENGINE & HOSE COMPANY 1** Disbanded October 1, 1915  
7th Avenue nr. 16th Street

**COLUMBIA HOSE CO. 1** Disbanded October 1, 1915

**INDIAN HOSE CO. 2** Disbanded October 1, 1915

**H&L CO. 1** Organized July 21, 1871 and disbanded on October 1, 1915

**Woodhaven**

**SOUTH SIDE ENGINE & PUMP CO.** Disbanded January 1, 1915

**AMERICUS H&L CO.** Disbanded January 1, 1915

**UNION COURSE H&L CO.** Disbanded January 1, 1915

**JONES H&L COMPANY** Disbanded January 1, 1915

**WOODHAVEN HOSE CO.** Disbanded January 1, 1915

**DERAISMES HOSE 2** Disbanded January 1, 1915

**AMERICUS HOSE COMPANY** Disbanded January 1, 1915



# PAID COMPANIES OF QUEENS ENGINES

ENGINE 251 (Second of this number) - Organized October 1, 1952.  
Currently the company is using a 1972 Rapid Water Mack.

1952 254-20 Union Turnpike

ENGINE 258 - Organized February 12, 1891 as Engine 1, Long Island City Fire Department.

Combined into the F.B.N.Y. as Engine 58 on January 28, 1898

Renumbered Engine 158 on October 1, 1899

Renumbered Engine 258 on January 1, 1913

In 1946 this company was operating with a 1941 Mack and a 1929 Seagrave hose wagon. Presently the company runs with a 1972 Rapid Water Mack pumper.

1891 105 Jackson Avenue

1904 1040 47th Avenue

ENGINE 259 - Organized March 1, 1894 as Engine 2, Long Island City Fire Department.

Combined into the F.D.N.Y. as Engine 59 on January 28, 1898

Renumbered Engine 159 on October 1, 1899

Renumbered Engine 259 on January 1, 1913

In 1946 a 1944 Mack engine was in use with this company while today a 1971 Mack Rapid Water rig serves them.

1894 71 Gale Street

1910 (February 7) 33-51 Greenpoint Avenue

ENGINE 260 - Organized May 6, 1895 as Engine 6, L.I.C.F.D.

Combined into the F.D.N.Y. as Engine 60 on January 28, 1898

Renumbered Engine 160 on October 1, 1899

Renumbered Engine 260 on January 1, 1913

In 1946 the company saw service with a 1939 Ahrens-Fox while today they run with a 1968 Mack.

1895 687 Vernon Avenue\*

1938 1115-17 37th Avenue

(\*WNYP January 1960 gives the address as 692 Vernon Avenue)

ENGINE 261 - Organized June 12, 1894 as Engine 3, L.I.C.F.D.

Combined into the F.D.N.Y. as Engine 61 on January 28, 1898

Renumbered Engine 161 on October 1, 1899

Renumbered Engine 261 on January 1, 1913

In 1946 the unit used a 1933 Seagrave and engine and a 1933 Seagrave hose wagon. Today they are running with a 1971 Rapid Water Mack.

1894 231 Radde Street

1932 (October 22) 37-20 29th Street

ENGINE 262 - Organized March 20, 1891 as Engine 4, Long Island City Fire Department.

Combined into the F.D.N.Y. as Engine 62 on January 28, 1898

Renumbered Engine 162 on October 1, 1899

Renumbered Engine 262 on January 1, 1913

Company received a Gleason & Bailey hose wagon built in 1896.

After service with the F.D.N.Y. the wagon was acquired by a Long Island estate where it was stored in a carriage house until it was returned to the F.D.N.Y. where it was restored for the F.D.N.Y. Museum.

In 1946 this company was running with a 1925 Alfco engine and a 1920 Seagrave hose wagon. Currently they are using a 1971 Mack.

1891 11-12 Main Street, Astoria\*

1972 (May 9) 30-89 21st Street

(\*Also given as 28 Main Street & 78-80 Main Street)

ENGINE 263 - Organized December 8, 1894 as Engine 5, L.I.C.F.D.

Combined into the F.D.N.Y. as Engine 63 on January 28, 1898

Renumbered Engine 163 on October 1, 1899

Renumbered Engine 263 on January 1, 1913

In 1946 the company ran with a 1936 Mack engine and a 1929 FWD hose wagon.

The unit was disbanded on July 2, 1975 0900 and then reestablished on July 4, 1975 0900.

Currently they are running with a 1971 Mack engine.

1894 354 Flushing Avenue

1909 42-06 Astoria Boulevard (old # 398 Astoria Avenue)

ENGINE 264 - Organized September 1, 1905 as Combination Company Engine 164.

Renumbered Engine 264 on January 1, 1913

On May 24, 1913 the unit was discontinued as a combination company when they moved to new quarters. However on October 16, 1923 the unit was reorganized as a double engine company. This second section remained in service until August 16, 1939 when it was reorganized as Engine 328.

In 1946 the company ran with a 1938 Ahrens Fox engine and a 1930 Seagrave hose wagon. Today they operate with a 1972 Rapid Water Mack.

1905 322 Central Avenue nr. Mott Avenue, Far Rockaway

1913 (May 24) 1615-17 Central Avenue

ENGINE 265 - Organized September 1, 1905 as Engine 165 in the quarters of Arverne Engine Company.

Renumbered Engine 265 on January 1, 1913

In 1946 the unit ran with a 1923 Alfco engine and a 1929 Seagrave hose wagon. Today a 1972 Mack Rapid Water rig is in service with the company.

1905 Arverne Village Hall Boulevard & Amerman Place

1929 (September 27) 58-03 Rockaway Beach Boulevard

ENGINE 266 - Organized September 1, 1905 as Engine 166 in leased quarters. Renumbered Engine 266 on January 1, 1913

In 1922 Engine 266 moved into a new house with Engine 267.

In 1946 the unit was using a 1934 Ahrens-Fox pumper.

Currently the company runs with a 1971 Rapid Water Mack.

1905 9 Grove Street

1922 (December 21) 92-20 Rockaway Beach Boulevard

ENGINE 267 - Organized September 1, 1905 as Engine 167 in leased quarters.

Renumbered Engine 267 on January 1, 1913

In 1922 the company relocated to new quarters which they shared with Engine 266.

In 1946 the unit ran with a 1930 Mack engine and a 1930 Seagrave hose wagon. In their last year of service the company used a 1962 Mack pumper.

Engine 267 was disbanded on November 25, 1972.

1905 188 Rockaway Boulevard

1922 (December 21) 92-20 Rockaway Beach Boulevard

ENGINE 268 - Organized November 28, 1905 as Engine 168 in leased quarters.

Renumbered Engine 268 on January 1, 1913

In 1946 a 1936 Mack engine and a 1936 Walter hose wagon was in service with the company. Currently the unit is running with a 1972 Rapid Water Mack pumper.

1905 41 Fifth Avenue, Rockaway Park\*

1913 (November 27) 257-259 Beach 116th Street

\*Some records show this company as being founded in quarters at 196 Washington Avenue

ENGINE 270 - Organized July 5, 1907 as Engine 170, in the quarters of Columbia H&L 1.

Renumbered Engine 270 on January 1, 1913

In 1946 the unit was running with a 1925 Alfco with a 1929 Seagrave hose wagon. Currently they run with a 1968 Mack engine.

1907 10 Willow Street

1913 91-45 121st Street

ENGINE 272 - Organized December 1, 1908 as Engine 172.

Renumbered Engine 272 on January 1, 1913

Company was using a 1944 Mack pumper with a 1930 Seagrave hose wagon. In their last year of service they ran with a 1970 Mack.

Engine 272 was disbanded on December 16, 1974.

1908 Lincoln Avenue nr. Main Street, Flushing

1928 (November 3) 135-16 38th Avenue

ENGINE 273 - Organized December 1, 1908 as Engine 173.

Renumbered Engine 273 on January 1, 1913

In 1946 the company ran with a 1934 Seagrave. Currently they are running with a 1975 Mack Rapid Water rig.

1908 Union Street nr. Amity Street

1932 (February 3) 40-18 Union Street

ENGINE 274 - Organized December 1, 1908 in the quarters of Murray Hill Hose Company 4 as Engine 174.  
Renumbered Engine 274 on January 1, 1913

In 1946 the company was running with a 1922 Alfco with a 1930 Seagrave hose wagon. Today they see service with a 1968 Mack.

1908 Madison Avenue & LIRR

1940 (July 19) 41-20 Murray Street

ENGINE 275 - Organized July 5, 1907 as Hose Company 7 (#1) in the quarters of Fosdick Hose Company 4.

On October 15, 1909 the company was reorganized as Engine 175 and later renumbered to Engine 275 on January 1, 1913.

In 1946 the company was served by a 1920 Alfco engine. Today, a 1970 Mack serves the unit.

1907 10 Orchard Street nr. North First Street

1925 (March 5) 8956-62 162nd Street

1960 (March 18) 111-36 Merrick Boulevard.

ENGINE 285 - Organized January 1, 1915.

In 1946 the company was running with a 1933 Ahrens-Fox pumper and a 1929 Seagrave hose wagon. Currently they are running with a 1972 Rapid Water Mack pumper.

1915 103-17 98th Street

ENGINE 286 - Organized February 20, 1913.

Ran with a 1926 Alfco engine and a 1930 Seagrave hose wagon in 1946, while today they operate with a 1968 Mack.

1913 66-44 Myrtle Avenue

ENGINE 287 - Organized February 20, 1913 as a double engine company with the second section kept at separate quarters. On August 1, 1918 the second section was disbanded.

In 1946 the unit saw service with a 1939 Ward pumper and today they run with a 1971 Mack.

1913 86-53 Grand Avenue (old name: Grand St. opp. Court)

1913 Thompson & Fisk Avenues. Second section kept here

ENGINE 288 - Organized February 20, 1913.

In 1946 they operated with a 1926 Alfco engine and a 1929 Seagrave hose wagon. Today they run with a 1970 Mack engine.

1913 Maspeth Avenue nr. Grand Street (Old address)

56-29 68th Street (Present address, same quarters)

ENGINE 289 - Organized February 20, 1913.

Ran with a 1926 Alfco engine and a 1929 Seagrave hose wagon. Currently they are using a 1970 Mack.

1913 97-28 43rd Avenue (old name: Grand & Mulberry Sts.)

ENGINE 291 - Organized October 1, 1915.

The company was using a 1926 Alfco im 1946 while today they run with a 1968 Mack pumper.

1915 56-07 Metropolitan Avenue

ENGINE 292 - Organized August 1, 1918 in quarters that were built in 1912. The building was occupied from February 20, 1913 to August 1, 1918 by the second section of Engine 287.

In 1946 Engine 292 was running with a 1938 Ahrens-Fox pumper. Currently the company is using a 1969 Mack.

1918 64-18 Queens Blvd. (Old name: Thompson & Fisk Aves.)

ENGINE 293 - Organized January 1, 1915.

Was using a 1933 Seagrave engine and a 1930 Seagrave hose wagon in 1946.

The company was disbanded on July 2, 1975, 0900am and then re-established on July 4, 1975, 0900am. Today the company operates with a 1970 Mack pumper.

1915 89-40 87th Street (Old name: 740 Benedict Avenue)

ENGINE 294 - Organized January 1, 1915.

In 1946 they were using a 1933 Ahrens-Fox pumper. In their last of service the company ran with a 1970 Mack. The unit was disbanded on November 22, 1975.

1915 101-02 Jamaica Avenue (Old number: 42-52 Jamaica Avenue)

ENGINE 295 - Organized October 1, 1915.

In 1946 the company ran with a 1926 Alfco engine and a 1930 Seagrave hose wagon. Currently a 1972 Rapid Water Mack is in service with the company.

1915 14-09 149th Street

1939 (November 10) 12-49 149th Street

ENGINE 296 - Organized December 1, 1908 as Hose Co. 8 in the quarters of Union Hose Co. 1. Remained Hose Co. 8 until August 1, 1918 when it was designated as Engine 296.

In 1946 the company was running with a 1931 Seagrave engine. The company was disbanded on April 1, 1961.

1908 227 16th Street, College Point.

ENGINE 297 - Organized December 1, 1908 as Hose Co. 9 in the quarters of Enterprise Hose Co. 9. Remained as Hose Company 9 until August 1, 1918 when it was designated as Engine 297.

In 1946 the company ran with a 1941 Mack engine and a 1929 Seagrave hose wagon. Today they respond with a 1972 Rapid Water Mack pumper.

1908 518 5th Street College Point  
 1910 225-227 16th Street  
 1913 (February 21) 119-11 14th Road

ENGINE 298 - Organized July 5, 1907 as Hose Co. 5 in the quarters of Continental H&L 2. Remained as Hose Co. 5 until August 1, 1918 when they were designated Engine 298.

In 1946 the company was running with a 1939 Ward pumper. Today this unit has a 1970 Mack.

1907 6 John Street nr. St. Charles.  
 1925 (September 8) 8956-62 162nd Street  
 1965 (April 28) 153-11 Hillside Avenue

ENGINE 299 - Organized December 1, 1908 as Hose Co. 6 in the quarters of Woodhull Hose Co. 1. Ran as Hose Co. 6 until October 1, 1920 when they were designated as Engine 299.

In 1946 they were using a 1937 Mack engine and a 1929 Seagrave hose wagon. Currently they are operating with a 1972 Rapid Water Mack pumper.

1908 17 Harriman Avenue nr. Fulton Street  
 1925 (September 5) 8956-62 162nd Street  
 1960 (July 16) 61-20 Utopia Parkway

ENGINE 301 - Organized January 15, 1921 in the quarters of Hollis H&L 1.

In 1946 the company was using a 1931 Alfco, while today they run with a 1971 Rapid Water rig.

1921 Woodhull Avenue & Warren Street  
 1933 (May 1) 91-02 197th Street

ENGINE 302 - Organized July 5, 1907 as Hose Company 4 in the quarters of Distler Hose Co. 3. Ran as Hose Co. 4 until October 21, 1921 when it was designated as Engine 302.

In 1946 the company operated with a 1931 Seagrave engine. Today they use a 1970 Mack engine.

1907 19 Rockaway Rd. (Tpke) nr. Fulton Street  
 1931 (January 31) 143-15 Rockaway Boulevard

ENGINE 303 - Organized July 5, 1907 as Hose Co. 3 in the quarters of Resolute Hose Co. 5. Unit ran as Hose Co. 3 until July 15, 1922 when it was designated as Engine 303.

In 1946 the company saw service with a 1934 Seagrave engine. Today they operate with a 1969 Mack RF model pumper.

1907 61 Bandman Avenue & Henry Street  
 1931 (February 19) 104-12 Princeton Street

ENGINE 304 - Organized October 16, 1923 in leased quarters.

In 1946 the unit ran with a 1939 Ahrens-Fox pumper and a 1930 Seagrave hose wagon. Currently they answer alarms with a 1972 Mack Rapid Water rig.

1923 Hempstead Tpke. & 217th Street  
1928 (January 14) 218-44 9th Avenue

ENGINE 305 - Organized November 15, 1924.

The company was using a 1938 Ahrens-Fox pumper in 1946, while today they run with a 1969 Mack RF model pumper.

1924 111-02 Queens Boulevard (Old # 110-92-96)

ENGINE 306 - Organized November 15, 1924.

In 1946 the company was using a 1939 Ward pumper.

On July 2, 1975 the company was disbanded and reestablished on July 4, 1975 and today runs with a 1972 Rapid Water Mack.

1924 40-18 214th Place, Bayside

ENGINE 307 - Organized February 2, 1925.

Saw service with a 1934 Seagrave engine and a 1929 Seagrave hose wagon in 1946. Currently they operate with a 1970 Mack.

1925 81-17 Northern Boulevard

ENGINE 308 - Organized October 30, 1926.

A 1926 Alfco was in use with the company in 1946, while today they respond with a 1970 Mack.

1926 107-12 Lefferts Boulevard

ENGINE 311 - Organized September 16, 1927.

In 1946 the company was using a 1931 Seagrave engine. In 1974 the company was using a 1971 Rapid Water Mack when it was disbanded as Engine 311 on July 13, 1974 and converted to a Combination Fire Company.

CFC 151 - Organized July 13, 1974 combining Engine 311 and Ladder 158. Still running with a 1971 Rapid Water Mack engine.

1927 145-50 Springfield Boulevard

ENGINE 312 - Organized November 1, 1928.

In 1946 the company was running with a 1928 Alfco. On April 1, 1952 the company was equipt with a 1952 Ward Quad apparatus and was established as a combination company.

Engine 312 has since given up its status as a combination company and today runs with a 1970 Mack engine.

1928 22-63 35th Street

ENGINE 313 - Organized November 30, 1929 in Douglaston.

In 1946 this company operated with a 1929 Alfco engine and a 1929 Seagrave hose wagon. Currently Engine 313 runs with a 1972 Rapid Water Mack pumper.

1929 44-01 244th Street

ENGINE 314 - Organized September 27, 1929.

Ran with a 1929 Alfco engine and a 1929 Seagrave hose wagon in 1946, while today they operate with a 1972 Rapid Water Mack.

1929 142-04 Brookville Boulevard

ENGINE 315 - Organized October 18, 1929.

In 1946 this company was running with a 1929 Alfco engine and a 1930 Seagrave hose wagon. Currently they run with a 1969 Mack.

1929 159-06 Union Turnpike

ENGINE 316 - Organized October 25, 1929.

In 1946 the company saw service with a 1929 Alfco engine and a 1938 Ahrens-Fox hose wagon. In 1976 they were running with a 1968 Mack pumper.

1929 27-12 Kearney Street

ENGINE 317 - Organized October 18, 1929 in St. Albans, Queens.

In 1946, a 1929 Alfco engine was in service with this company. Currently they are running with a 1972 Rapid Water.

1929 117-11 196th Street

ENGINE 319 - Organized October 18, 1930 in the Middle Village section of Queens.

In 1946 the company operated with a 1930 Mack engine while today they respond with a 1972 Rapid Water Mack engine.

1930 78-11 67th Road

ENGINE 320 - Organized February 11, 1931.

In 1946 the unit saw service with a 1931 Mack engine. In 1976 Engine 320 was running with a 1970 Mack.

1931 36-18 Francis Lewis Blvd. (Old name: Cross Island Blvd.)

ENGINE 324 - Organized March 18, 1940.

Shortly after being founded, the unit ran with a F.D.N.Y. shop built 1,000 gpm pumper. After a number of years this special rig was removed from service. Today the company runs with a 1969 RF model Mack pumper.



1940 108-01 Horace Harding Blvd.

ENGINE 325 - Organized September 8, 1941 in the Woodside section of the borough.

In 1946 the company rolled with a 1941 Mack engine. Today the company runs with a 1970 Mack engine, equipt with Rapid Water.

1941 41-24 51st Street

ENGINE 328 - Organized August 16, 1939 in quarters of Engine 264 in the Far Rockaway section of Queens. This company was organized from the second section of Engine 264 which was disbanded that day.

In 1946 the company was using a 1931 Alfco engine.

The company was disbanded on July 2, 1975 and reestablished on July 4, 1975 and today uses a 1971 Rapid Water Mack.

1939 1615 Central Avenue (Old name: Far Rockaway Blvd.)

ENGINE 329 - Organized December 2, 1961 in the Neponsit section of Queens.

In 1972 this company operated with a 1968 Mack while today they use a 1972 Mack Rapid Water rig.

1961 402 Beach 169th Street

ENGINE 331 (1st of this number) - Organized September 5, 1938 at the New York World's Fair site in Flushing, Queens. Located in temporary quarters, this company ran with 2 engines. Company was disbanded on April 1, 1941.

ENGINE 331 (2nd of this number) - Organized December 2, 1966 in the Howard Beach section of Queens.

In 1972 the company was running with a 1960 Ward pumper. Currently they are using a 1968 Mack.

1966 158-57 Cross Bay Blvd.

ENGINE 332 (1st of this number) - Organized September 5, 1938 at the New York World's Fair site in a temporary house. The company was disbanded on April 30, 1941.  
(2nd Engine 332 Brooklyn, see page 44)

ENGINE 333 - Organized March 24, 1939 at the New York World's Fair in temporary quarters. Disbanded on April 1, 1941.

ENGINE 341 - A temporary company operating Saturdays, Sundays from June to September, including Memorial Day, Independence Day and Labor Day. The unit operated from 11am to midnight.

First shown on F.D.N.Y. listings for 1946 and is last shown in 1958.

1946 Broad Channel Fire Association qtrrs. Noel & Church Roads

ENGINE 344 - Another temporary company operating the same weekends and the same hours as Engine 341.

Unit was first located at Rockaway Beach Blvd. & 169th Street and later was quartered at Fort Tilden Military Reservation.

#### PAID COMPANIES OF QUEENS HOOK & LADDERS

LADDER 115 - Organized February 12, 1891 as H&L Co. 1, Long Island City Fire Department in leased quarters.

Combined into the F.D.N.Y. on January 28, 1898 as Ladder 15

Renumbered Ladder 65 on October 1, 1899

Renumbered Ladder 115 on January 1, 1913

In 1946 the company was running with a 1936 FWD 85ft ladder truck. On June 15, 1972 they received a new 1972 Mack Tower Ladder. Today they operate with a similar tower but of 1974 vintage.

1891 178 Seventh Street

1904 (September 2) 1042 47th Avenue

LADDER 116 - Organized July 1, 1894 as H&L 2, Long Island City Fire Department.

Combined into the F.D.N.Y. on January 28, 1898 as Ladder 16

Renumbered Ladder 66 on October 1, 1899

Renumbered Ladder 116 on January 1, 1913

In 1946 this company ran with a 1934 Walters 75ft ladder. Currently they are running with a 1971 Seagrave Rear Mount.

1894 443 Buckley Street

1904 (September 2) 701 Jackson Avenue

1947 (March 1) 37-20 29th Street

HOOK & LADDER 3 - Organized in 1894 in a rebuilt firehouse.

After a new American Steamer was purchased in 1895, it was taken to Ladder 3 quarters. The ladder was disbanded and the engine was organized as Engine 6 on May 6, 1895.

1894 692 Vernon Avenue

LADDER 117 - Organized December 8, 1894 as H&L 5, Long Island City Fire Department in leased quarters.

Combined into the F.D.N.Y. on January 28, 1898 as Ladder 17.

Renumbered Ladder 67 on October 1, 1899

Renumbered Ladder 117 on January 1, 1913

In 1946 they were running with a 75ft. 1928 Alfco ladder. Today the company operates a 1974 Mack Tower Ladder.

1894 356 Flushing Avenue (Also given as 385 Flushing Avenue)

1909 42-08 Astoria Boulevard

LADDER 121 - Organized September 1, 1905 as Ladder 71 in the quarters of Oceanus H&L Co. 1.

Renumbered Ladder 121 on January 1, 1913

In 1946 the company was running with a 1921 Alfco 75ft. ladder pulled by a 1929 FWD tractor. Currently this company is using a 1971 Mack Tower Ladder.

1905 893 Boulevard, Rockaway

1922 (December 21) 9220 Rockaway Beach Boulevard

1954 (February 26) 58-03 Rockaway Beach Boulevard

LADDER 125 - Organized July 5, 1907 as Ladder 75 in the quarters of Atlantic Hose Company.

Renumbered Ladder 125 on January 1, 1913

In 1946 a 1929 75ft Alfco rig was in use with Ladder 125, while today they operate with a 1972 Seagrave Rear Mount.

1907 847 Spruce Street nr. Atlantic Avenue

1953 (July 16) 159-06 Union Turnpike

LADDER 126 - Organized July 5, 1907 as Ladder 76 in the quarters of Jamaica H&L 3.

Renumbered Ladder 126 on January 1, 1913

In 1946 the unit was responding with a 1923 75ft. Mack trailer with a 1933 FWD tractor. Today the company uses a 1974 Seagrave Rear Mount.

1907 98 Irving Place

1931 (February 19) 104-12 Princeton Street

LADDER 127 - Organized July 5, 1907 as Ladder 77 in the quarters of Atlantic H&L Co. 1.

Renumbered Ladder 127 on January 1, 1913

In 1946 the company was using a 1927 75ft Seagrave. Today they run with a Mack 1972 Tower Ladder.

1907 17 Union Avenue

1925 (September 5) 8956-62 162nd Street

1965 (April 22) 153-11 Hillside Avenue

LADDER 128 - Organized February 7, 1910 as Ladder 78.

Renumbered Ladder 128 on January 1, 1913

In 1946 the company ran with a 75ft. 1931 Alfco rig, while today they are responding with a 1971 Seagrave Rear Mount.

1910 33-49 Greenpoint Avenue

LADDER 129 - Organized December 1, 1908 as Ladder 79 in the quarters of Rescue H&L 1.

Renumbered Ladder 129 on January 1, 1913

In 1946 the company was running with a 75ft 1929 Alfco ladder. Today they run with a 1971 Seagrave Rear Mount.

1908 Grove Street nr. Main Street, Flushing  
 1932 (February 3) 40-18 Union Street

LADDER 130 - Organized December 1, 1908 as Ladder 80 in the quarters of Eagle H&L 1,

Renumbered Ladder 130 on January 1, 1913.

In 1946 the company was running with a 75ft. 1927 Seagrave rig. Currently they are using a 1969 Alfco H&L 100ft.

1906 227 16th Street, College Point  
 1931 (February 21) 119-11 14th Road

LADDER 134 - Organized on May 24, 1913.

In 1946 they were running with a 1929 Alfco, 75ft while presently they use a 1974 Seagrave Rear Mount.

1913 1619 Central Avenue, Far Rockaway

LADDER 135 - Organized February 20, 1913.

In 1946 they responded with a 75ft. 1929 Alfco ladder truck. Presently a 1973 Mack Tower Ladder sees service with the company.

1913 66-44 Myrtle Avenue, Glendale

LADDER 136 - Organized February 20, 1913.

In 1946 the company was using a 1929 Alfco 75ft rig. Today they use a 1970 Seagrave Rear Mount.

1913 86-53 Grand Avenue, Elmhurst  
 1974 (March 22) 56-29 68th Street, Maspeth (Temporary)  
 1976 86-53 Grand Avenue

LADDER 137 - Organized November 27, 1913.

In 1946 the company saw service with a 1941 Seagrave 75ft. rig. Presently they are running with a 1972 Seagrave Rear Mount.

1913 257-259 Beach 116th Street

LADDER 138 - Organized October 25, 1929.

A 75ft. 1929 Alfco ladder was in use with the company in 1946. They received their present 1972 Mack Tower Ladder on November 30, 1972.

1929 97-28 43rd Avenue, Corona

LADDER 140 - Organized January 1, 1915.

In 1946 they were running with a 75ft. 1930 Seagrave ladder, while today they are running with a 1974 Seagrave Rear Mount.

1915 56-07 Metropolitan Avenue

LADDER 142 - Organized January 1, 1915.

In 1946 they were running with a 75ft. 1918 Seagrave ladder and today they are running with a 1973 Mack Tower Ladder.

1915 103-17 98th Street

LADDER 143 - Organized January 1, 1915.

In 1946 they were operating with a 1929 75ft. Alfco. Presently they are using a 1974 Seagrave H&L.

1915 101-02 Jamaica Avenue (Old # 42-52 Jamaica Avenue

LADDER 144 - Organized October 1, 1915.

In 1946 the company was running with a 1913 Alfco trailer pulled by a 1930 Walter tractor. Currently they are using a 1971 Mack Tower Ladder.

1915 1249 149th Street

LADDER 150 - Organized January 15, 1921 in the quarters of Hollis H&L Co. 1.

In 1946 they were seeing service with a 1914 65ft. ladder trailer pulled by a 1930 FWD tractor. Currently they operate with a 1970 Seagrave Rear Mount.

1921 Woodhull Avenue & Warren Street, Hollis

1932 91-02 197th Street

LADDER 151 - Organized November 15, 1924.

In 1946 they were running with a 1938 FWD 85ft ladder truck. Today this unit sees service with a 1968 Alfco H&L 100ft. rig.

1924 111-02 Queens Blvd. (Old # 11092-96 Queens Blvd.)

LADDER 152 - Organized November 15, 1924 in new quarters with Engine 306.

In 1946 they were answering alarms with a 1929 Alfco 75ft rig, while today they are rolling out with a 1973 Mack Tower Ladder.

1924 4018-20 214th Place

1960 (July 16) 61-20 Utopia Blvd. (Engine 299)

LADDER 154 - Organized February 2, 1925.

In 1946 this company was using a 1931 Alfco 75ft ladder. Today the company utilizes a 1972 Seagrave Rear Mount.

1925 81-17 Northern Boulevard

Engine 320.

In 1946 the company was responding with a 75ft. 1924 Alfco ladder trailer pulled by a 1931 FWD tractor. Today the unit runs with a 1971 Seagrave Rear Mount.

1931 36-18 Francis Lewis Blvd (orig: 36-18 Cross Island Blvd.)

LADDER 171 - Organized December 2, 1961 in new quarters with Engine 329.

In 1971 the company was using a 1961 Mack/Grove Rear Mount. Most recently the unit used a 1966 Mack Tower Ladder formerly TL 14, the second Tower delivered to the F.D.N.Y.

On July 2, 1975 the company was disbanded and then reestablished on July 19, 1975.

On November 22, 1975 Ladder 171 was permanently disbanded.

1961 402 Beach 169th Street

LADDER 173 - Organized December 2, 1966 in new quarters with Engine 331.

In 1972 the company was using a 1968 Alfco H&L, still in use today.

1966 158-57 Cross Bay Boulevard

# ...AND IN THE BOROUGH OF QUEENS F.D.N.Y. SPECIAL UNITS

RESCUE Co. 4 - Organized June 1, 1931 in the quarters of Engine 292.

Started service with a 1925 Mack Bulldog AC 10 ex Rescue 2. (This rig eventually became the Foam Powder Supply Unit)

In 1948 the company received the 1939 Ward LaFrance ex Rescue 1. This rig stayed with them until it was demolished in a fatal accident with Ladder 136 on July 31, 1954. They were then assigned a 1954 International rig which lasted with the company until September 1971 when it was replaced with a 1971 Mack.

1931 64-18 Queens Boulevard

AIRPORT CRASH UNIT 31 - Organized March 27, 1946, disbanded July 25, 1947

AMBULANCE 3 - Established in Queens on April 24, 1965 in the quarters of Engine 298. The ambulance existed until December 12, 1968 when it was discontinued. Ambulance 3 was then reestablished on February 7, 1970.

A 1965 Clark Cortez vanette was in use with the company until August 10, 1974 when a new 1974 Ford/Blue Bird bus was placed in service. This rig remained with the company until December 16, 1974 when Ambulance 3 was permanently disbanded and the new bus rig going to Manhattan Ambulance 1.

1965 158-11 Hillside Avenue

LADDER 155 - Organized October 30, 1926 in new quarters with Engine 308.

In 1946 the company was running with a 65ft. 1921 Alfco trailer pulled by a 1931 FWD tractor. Currently they are using a 1974 Mack Tower Ladder.

1926 107-12 Lefferts Boulevard

1947 (March 1) 143-15 Rockaway Blvd. (Engine 302)

LADDER 158 - Organized September 16, 1927 in new quarters with Engine 311.

In 1946 the company was running with a 1913 Alfco 65ft ladder trailer pulled by a 1930 FWD tractor.

In 1974 the company was disbanded as Ladder 158 and converted to a Combination Fire Company.

CFC 151 - Organized July 13, 1974 combining Engine 311 and Ladder 158. The ladder portion of the CFC uses a 1974 Mack Tower Ladder.

1927 145-50 Springfield Blvd.

LADDER 162 - Organized January 14, 1928.

In 1946 the company was running with a 65ft 1914 Alfco ladder trailer pulled by a 1930 FWD tractor. Today the company runs with a 1972 Mack Tower Ladder.

1928 218-44 97th Avenue, Queens Village

LADDER 163 - Organized November 1, 1928, with Engine 312.

In 1946 the company was responding with a 75ft 1929 Alfco rig. Presently they are running with a 1971 Mack Tower Ladder.

1928 2263 35th Street

1952 (April 1) 41-24 51st Street (Engine 325)

LADDER 164 - Organized November 30, 1929 in new quarters with Engine 313.

In 1946 they were operating with a 65ft. 1914 Alfco ladder trailer pulled by a 1927 FWD tractor. Today the company runs with a 1971 Mack Tower Ladder.

1929 44-01 244th Street

LADDER 165 - Organized October 18, 1929 in new quarters with Engine 317.

In 1946 this unit was running with a 1929 75ft. Alfco ladder. Today the company runs with a 1974 Seagrave Rear Mount.

1929 117-11 196th Street

LADDER 167 - Organized February 11, 1931 in new quarters with

BRIDGE CHEMICAL ENGINE 61 - Organized June 1, 1939 at Engine 260 and later moved to Engine 292. The unit was discontinued in 1954.

BRIDGE CHEMICAL ENGINE 62 - Organized June 1, 1939 in the quarters of Engine 312. The unit was discontinued in 1954.

BRIDGE CHEMICAL ENGINE 64 - Organized June 1, 1939 in the quarters of Engine 295. The unit was discontinued in 1954.

FOAM POWDER SUPPLY UNIT 81 - Used for transporting foam supplies. Started with the 1925 Mack Bulldog formerly used by Rescues 1 and 4. Later the unit ran with a GMC van. Located at Engine 259. Unit has been disbanded.

FOAM APPARATUS UNIT 81 - Organized February 20, 1965 at the quarters of Engine 292.

Unit started service with a converted 1945 Ward pumper.

Relocated to Engine 260 on September 5, 1972 and given a converted 1954 Mack pumper which is presently in use.

SEARCHLIGHT 24 - Established at the quarters of Engine 292. Disbanded June 1, 1968.

THAWING APPARATUS 5 (65) - Organized April 1, 1957 at the quarters of Engine 289. The unit using a 1949 International Thawing rig was later moved to the quarters of Engine 288 and remained there until March 22, 1974 when it relocated to the quarters of Engine 285.

WATER TOWER # 5 - Organized October 22, 1932 at the quarters of Engine 261 as an auxiliary of that engine. On January 25, 1947 the tower was relocated to the quarters of Engine 260 as an auxiliary of that company. The company was disbanded on April 1, 1957.

HIGH LADDER 2 - In service April 24, 1965 at Engine 324 and remained there until August 12, 1965 when it was relocated to Brooklyn Ladder 119.

MARINE 4 - Organized September 13, 1962 at 154th Place and the East River, Whitestone. On February 28, 1963 the boat was moved to Army Pier, Fort Totten. The new quarters here was dedicated on October 28, 1963. The small 1962 boat, John H. Glenn, was used until the company was disbanded on May 28, 1971.

MARINE 9 SATELLITE BOAT - Placed in service at the quarters of Engine 331 on December 5, 1970. The James F. Hackett was in use at the time the company was disbanded on December 16, 1974.

Earlier Fireboat Tenders were Special Unit Boats FLAME and BLAZE used at the quarters of Engine 329 and Engine 331.



GASOLINE OIL UNIT 12 - Organized July 7, 1947. On January 11, 1957 the unit was relocated to Engine 260. The unit was discontinued on October 2, 1962.

GASOLINE OIL UNIT 14 - Organized in Brooklyn was relocated to Engine 260 as a spare oil unit on January 11, 1957.

EMERGENCY UTILITY UNIT - In the quarters of Engine 260.

BRUSH FIRE PATROL UNIT 51 - Organized June 9, 1956 at the quarters of Engine 257.

An International Hose Wagon was used equipt with a 100 gal. water tank and a deck pipe located at the back of the truck. Since been disbanded.

PERSONNEL CARRIER - A 1948 GMC Diesel Model 671, former New York City transit bus which was placed in service in 1967.

The bus was stored at Engine 260, a short distance from the training center on Welfare Island.

The rig was obtained with the idea of using it to transport firemen from the training center to scenes of multiple alarms. It was to be used in the winter months as a warm relief spot for firemen taking a break.

Towards the end of its existence the bus was used to transport children on Fire Department related activities as a part of the F.D.N.Y. Community Relations program.

The bus was scrapped in August 1972.

FIELD COMMUNICATIONS UNIT #2 - Established March 5, 1965 at Engine 259.

Field Comm. 2 was disbanded on December 16, 1974 and the apparatus of Field Comm. 1 relocated from Manhattan was established in the same quarters as Field Comm. Unit.

A History of Fire Department Companies  
In the Borough of  
**STATEN ISLAND**

. . . AND IN THE BOROUGH OF RICHMOND, STATEN ISLAND

On January 1, 1898, the day Richmond, Staten Island became a borough of New York City, there were 47 volunteer companies organized in 8 Fire Departments. This pre-consolidation set-up of volunteers continued without any important changes for more than 7 years.

It wasn't until October 1, 1905 when the first group of volunteer units were replaced by paid companies.

While still operating with volunteer units each company handled the fires in their own areas and no notice of alarms were sent to Manhattan Headquarters except in some special cases.

In preparing equipment for service in the new Paid Department of Staten Island, 5 Gleason & Bailey City Service ladders were fitted with 3 horse hitches and several 4th size Clapp & Jones steamers were transferred from Manhattan and The Bronx.

When the Paid Department was begun in October 1905, there were no paid firemen on the Island so to man the first organized units it was necessary to transfer members from other boroughs.

Nineteen of the fire stations of the disbanded volunteer units were purchased by the City. By 1956 only 1 former "volly" house was still in service.

The first house built for a paid unit was the one erected in 1908 for Engine 206 (156) which replaced quarters on the same site which had been destroyed by fire.

To this day 2 volunteer companies still operate on the island aiding the F.D.N.Y.

If one studies the listing of apparatus used in 1946 it will be noted that Richmond had the oldest rigs in the City. For years since was a standard practice; to give that borough the old apparatus before they were either put into spare service or scrapped. Today the borough runs with the latest equipment including Rapid Water pumpers and Tower Ladders. Due to this modernization of apparatus, special units such as the 2 Water Tenders and the Hose Relay Wagon were able to be phased out.

With the construction of the Verrazano Bridge in the mid '60s apparatus from other boroughs can respond rapidly with the need of being ferried over to the island being done away with.

Progress has touched the island with the Fire Department having some run-down areas and when due to budget considerations units have been disbanded or relocated.

In April 1975, the borough of Richmond became officially known as the borough of Staten Island.

VOLUNTEER COMPANIES OF RICHMOND  
(STATEN ISLAND)

Mariners Harbor

AQUEHONGA H&L 1 - Central Avenue. Disbanded October 1, 1905  
Engine 208 (158) organized in this quarters.

STEADY STREAM HOSE CO. 2 - Simonson Avenue. Disbanded October 1, 1905

ACTIVE HOSE CO. 7 - Richmond Terrace. Disbanded October 1, 1905

Charleston, Kreischerville

WASHINGTON H&L 1 - 4553 Arthur Kill Road. Disbanded October 1, 1905.

New Dorp

NEW DORP H&L 1 - 6th Street nr. New Dorp Lane.

Rosebank

ROSEBANK HOSE 14 - Disbanded November 1, 1905

COLUMBIA H&L 5 - New York Avenue nr. Maryland Avenue.  
Disbanded November 1, 1905.  
Engine 202 (152) organized in this quarters.

Fort. Wadsworth

WADSWORTH HOSE CO. 4

Concord

CRASMERE & CONCORD CO. 10 - 10 Clore Avenue  
Disbanded October 1, 1905.

Castleton

DEFENDER H&L 7. - Castleton Corners, Richmond Turnpike &  
Winthrop Place. Disbanded March 16, 1922.

Richmond

RICHMOND ENGINE 1 - Richmond Road.

Great Kills

GREAT KILLS ENGINE 1 - 22 Hillside Terrace.

This company used the first internal combustion powered pumping  
engine in the City built by the Waterous Engine Works Co.  
Disbanded December 20, 1928.

GREAT KILLS H&L 1 - 6835 Amboy Road. Disbanded December 20, 1928

Princes Bay

AMICITIA H&L 1 - Pleasant Plains, 5589 Amboy Road.  
Disbanded November 1, 1937.

CITIZENS ENGINE CO. 1 - 6058 Amboy Road.  
 After 1928 the company used the rig of Great Kills Engine 1.  
 Disbanded November 1, 1937.

#### Rossville

ROSVILLE H&L 1 - 2351 Arthur Kill Road. Disbanded November 1, 1937.

#### South Beach

SOUTH BEACH HOSE 12 - Seaside Boulevard. Disbanded November 1, 1905

Hose Co. 1 organized in this quarters, November 1, 1905.

RED JACKET HOSE 13 - Seaside Blvd. Disbanded November 1, 1905

#### Port Richmond

WASHINGTON ENGINE 1 - 51 Cottage Place & New Street

Disbanded October 1, 1905.

Engine 207 (157) organized in this quarters.

PORT RICHMOND ENGINE 3 - Richmond Avenue nr. Hatfield Avenue.

Disbanded October 1, 1905.

H&L 105 (80) organized in this quarters.

GRANITE H&L 2 - Morningside Road. Disbanded October 1, 1905.

ZEPHYR HOSE 4 - Bennett Street. Disbanded October 1, 1905

ROCKY HOSE CO. 9 - Immes & John Streets.

#### New Brighton

CASTLETON PATROL 1 - Taylor Street

NEW BRIGHTON ENGINE 4 - 80 Jersey Street. Disbanded October 1, 1905.

Engine 205 (155) Organized in this quarters October 1, 1905.

CHEMICAL ENGINE 6 - Van Burren Street

MONROE ENGINE 5 - Brook Street. Disbanded October 1, 1905.

RICHMOND H&L 4 - Jersey Street nr. Crescent Avenue.

Disbanded October 1, 1905

Engine 205 (155) relocated to this quarters in 1907.

ALERT HOSE CO. 1 - Jersey Street. Disbanded October 1, 1905.

LAFAYETTE HOSE CO. 3 - Fillmore Street. Disbanded October 1, 1905.

TOMPKINS HOSE 6 - Brook Street nr. Bank Street.

Disbanded October 1, 1905.

H&L 103 (78) organized in this quarters.

#### West New Brighton

CATARACT ENGINE CO. 2 - Van Street.

Around 1900, this company operated with a Clapp engine that featured a single cylinder horizontal pump.

Disbanded October 1, 1905.

MEDORA H&L 3 - Castleton Avenue nr. Barker Street

Disbanded October 1, 1905

H&L 104 (79) organized in this quarters.

WYANDOTTE H&L 5 - Broadway nr. Prospect Avenue.

Disbanded October 1, 1905.

Engine 206 (156) organized in this quarters.

STARUN HOSE CO. 5 - Taylor Street. Disbanded October 1, 1905.

UNION HOSE CO. 8 - Broadway. Disbanded October 1, 1905.

#### Tottenville

EUREKA ENGINE 2 - Eureka Place & 190 Butler Avenue.

Disbanded November 1, 1905

Engine 201 (151) organized in this quarters.

CONSTITUTION H&L 1 - Richmond Valley, 22 Hillside Terrace.

Disbanded in 1907.

PROTECTION H&L 1 - Broadway nr. Main Street

Disbanded November 1, 1905.

H&L 101 (76) organized in this quarters.

#### Tompkinsville

NIAGARA ENGINE 5 - St. Pauls Avenue & Sarah Ann Street.

Disbanded November 1, 1905.

Engine 204 (154) organized in this quarters.

NEPTUNE ENGINE 6 - Sarah Street & Hannah Street

Disbanded November 1, 1905.

TIERNAN H&L 6 - Sarah Ann Street nr. Swan.

Disbanded November 1, 1905.

NEPTUNE HOSE 1 - 60 Sarah Ann Street.  
Disbanded November 1, 1905.

Clifton

SCOTT HOSE CO. 7 - Ray Street. Disbanded November 1, 1905.

Stapleton

PROTECTION ENGINE 7 - Broad Street nr. Quinn Street.  
Disbanded October 1, 1905.  
Engine 203 (153) organized in this quarters.

RESCUE ENGINE CO. 9 - Richmond Road nr. Targee Street.  
Disbanded November 1, 1905.  
Battalion 21 organized in this quarters.

ENTERPRISE H&L 1 - Canal Street & Water Street.  
Disbanded November 1, 1905.  
H&L 102 (77) organized in this quarters.

EXCELSIOR HOSE 1 - Union Place. Disbanded November 1, 1905.

RELIEF HOSE 2 - Thompson Street. Disbanded November 1, 1905.

BROWN HOSE 3 - McKean Street. Disbanded November 1, 1905.

ROBINSON HOSE 9 - Richmond Road. Disbanded November 1, 1905.

WEIDERER HOSE 11 - Osgood Avenue. Disbanded November 1, 1905.

Huguenot

HUGUENOT ENGINE 1 - 939 Huguenot Avenue.  
Disbanded November 1, 1937.

# PAID COMPANIES OF RICHMOND, STATEN ISLAND ENGINES

ENGINE 151 - Organized November 1, 1905 as Engine 201 in the quarters of Eureka Engine Co. 2.

Renumbered Engine 151 on January 1, 1913.

In 1946 this company was running with a 1927 Alfco engine and a 1938 Ahrens-Fox hose wagon.

Prior to mid-July 1974 the company was using a 1972 Mack non Rapid Water rig. They exchanged rigs with Engine 154, getting their 1971 Rapid Water pumper.

Disbanded as Engine 151 on July 13, 1974.

CFC 131 - Organized July 13, 1974 combining Engine 151 and Ladder 76.

1905 190 Butler Street

1930 (February 1) 7219 Amboy Road

ENGINE 152 - Organized as Engine 202 on November 1, 1905 in the quarters of Columbia H&L 5.

Renumbered Engine 152 on January 1, 1913.

In 1946 they were running with a 1944 Mack engine and a 1929 FWD hose wagon. Presently they operate with a 1971 Rapid Water rig.

1905 1212 New York Avenue

1930 (October 30) 256 Hylan Blvd.

ENGINE 153 - Organized November 1, 1905 as Engine 203 in the quarters of Protection Engine 7.

Renumbered Engine 153 on January 1, 1913.

In 1946 they were served by a 1938 Ahrens-Fox pumper. Today the company uses a 1972 Rapid Water Mack engine.

1905 72 Broad Street

1913 74 Broad Street (new quarters)

ENGINE 154 - Organized November 1, 1905 as Engine 204 in the quarters of Niagara Engine 5.

Renumbered Engine 154 on January 1, 1913.

In 1946 the company ran with a 1937 Mack engine and a 1941 Ward hose wagon. In 1974 Engine 154 exchanged their 1971 Rapid Water rig for the 1972 non Rapid Water rig of Engine 151.

The company was disbanded on July 2, 1975 and reestablished on July 4, 1975; however on November 22, 1975 the company was permanently disbanded.

1905 St. Pauls Avenue & Sarah Ann Street

1913 60 Hannah Street

1972 3730 Victory Boulevard.

ENGINE 155 - Organized October 1, 1905 as Engine 205 in the quarters of New Brighton Engine 4. In 1907 the company relocated to the quarters of Richmond H&L 4.



Renumbered Engine 155 on January 1, 1913.

In 1946 they were responding with a 1944 Mack engine. Today Engine 155 is a 1971 Rapid Water Mack pumper.

1905 80 Jersey Street  
1907 223 Jersey Street  
1931 (June 26) 14 Brighton Avenue

ENGINE 156 - Organized October 1, 1905 as Engine 206 in the quarters of Wyandote H&L 5.

Renumbered Engine 156 on January 1, 1913.

In 1946 the company was using a 1938 Ahrens-Fox engine and a 1929 Seagrave hose wagon. Presently they operate with a 1971 Rapid Water Mack.

1905 412 Broadway & Prospect Avenue  
1909 Above address, new quarters

ENGINE 157 - Organized October 1, 1905 as Engine 207 in the quarters of Washington Engine 1.

Renumbered Engine 157 on January 1, 1913.

In 1946 the company was running with a 1941 Ahrens-Fox pumper. Presently they are using a 1972 Mack with Rapid Water.

1905 51 Cottage Place  
1931 (January 23) 1573 Castleton Avenue

ENGINE 158 - Organized October 1, 1905 as Engine 208 in the quarters of Aquenhonga H&L 1.

Renumbered Engine 158 on January 1, 1913.

Company first started service with a Silsby rotary pump steamer which had formerly been in use with a volunteer company.

In 1946 they were running with a 1926 Alfco engine and a 1929 Seagrave hose wagon. A 1971 Rapid Water Mack is currently in service with the company.

1905 22 Central Avenue  
1931 (June 26) 65 Harbor Road

ENGINE 159 - Organized June 1, 1912 as Hose Co. 7 in the quarters of Cromwell Engine.

Renumbered Engine 159 on January 1, 1913.

In 1946 the company was operating with a 1922 Alfco engine and a 1930 Seagrave hose wagon. Today they run with a 1970 Rapid Water Mack.

1912 1592 Richmond Road  
1930 (September 18) New quarters, same address)

ENGINE 160 - Organized October 1, 1915.

Began service using the first Nott rotary pumper in F.D.N.Y. service. In 1946 they were using a 1926 Alfco engine while today

they run with a 1972 Mack Rapid Water pumper.

1915 1850 Clove Road

ENGINE 161 - Organized November 1, 1905 as Hose Co. 1 in the quarters of South Beach Hose 12.

Renumbered Engine 161 June 1, 1923.

In 1946 the company was running with a 1925 Alfco engine.. Presently the company responds with a 1971 Rapid Water Mack.

1905 Seaside Blvd. & Sand Lane

1931 (June 26) 278 McClean Avenue

ENGINE 162 - Organized December 28, 1928 in the Great Kills section of the borough.

In 1946 the company was running with a 1928 Alfco engine and a 1929 Seagrave hose wagon. Today they use a 1970 Mack rig.

1928 256 Nelson Avenue

ENGINE 163 - Organized March 12, 1932.

In 1946 the apparatus used by this company was a 1932 Seagrave engine and a 1930 Seagrave hose wagon. Presently they are running with a 1972 Mack Rapid Water pumper.

1932 875 Jewett Avenue

ENGINE 164 - Organized November 1, 1937 in the Huguenot section.

In 1946 a 1931 Alfco pumper saw service with this unit, while today they respond with a 1970 Mack pumper.

1937 1560 Castleton Avenue

ENGINE 165 - Organized June 18, 1960 in the New Dorp section.

In 1972 they were running with a 1968 Mack while today they run with a 1972 Mack.

1960 3067 Richmond Road

ENGINE 166 - Organized April 15, 1963 in the Graniteville section of the borough.

In 1972 the company was using a 1970 Mack engine with a 1966 Mack hose wagon. Today they run with a 1970 Rapid Water Mack.

1963 1400 Richmond Avenue

ENGINE 167 - Organized in November 1972 from the disbanded Brooklyn Engine 208.

Disbanded on July 2, 1975 and reestablished July 4, 1975.

Presently Engine 167 is operating with a 1972 Mack pumper.

1972 345 Annedale Road

PAID COMPANIES OF RICHMOND, STATEN ISLAND  
HOOK & LADDERS

LADDER 76 - Organized November 1, 1905 as H&L 101 in the quarters of Protection H&L Co. 1 in Tottenville.

Renumbered Ladder 76 on January 1, 1913.

In 1946 the company was using a 1926 Pierce Arrow 50ft. City Service ladder truck.

Disbanded as Ladder 76 on July 13, 1974.

CFC 131 - Organized July 13, 1974 combined with Engine 151.

Company runs with a 1971 Mack Tower Ladder.

1905 Main Street nr. Broadway

1930 (February 1) 7219 Amboy Road

LADDER 77 - Organized November 1, 1905 as H&L 102 in the quarters of Enterprise H&L 1, Stapleton.

Renumbered Ladder 77 on January 1, 1913.

In 1946 they were running with a 65ft Alfco trailer pulled by a 1930 FWD tractor. Currently they operate with a 1971 Mack Tower Ladder.

1905 Canal Street nr. Wright Street

1913 76 Broad Street

LADDER 78 - Organized October 1, 1905 as H&L 104 in the quarters of Tompkins Hose Co. 6 in New Brighton.

Renumbered Ladder 78 on January 1, 1913.

In 1946 the company was using a 1931 75ft. Alfco ladder. Today they use a 1969 Seagrave Rear Mount.

1905 3 Brook Street

1931 (June 26) 14 Brighton Avenue

LADDER 79 - Organized October 1, 1905 as H&L 104 in the quarters of Medora H&L 3.

Renumbered Ladder 79 on January 1, 1913.

In 1946 this unit responded with a 1918 65 ft. Alfco trailer pulled by a 1927 FWD tractor while today they answer alarms with a 1973 Mack Tower Ladder.

1905 1189 Castleon Avenue

LADDER 80 - Organized October 1, 1905 as H&L 105 in the quarters of Port Richmond Engine 3.

Renumbered Ladder 80 on January 1, 1913.

In 1946 the company was using a 1913 65ft. Alfco trailer

pulled by a 1927 FWD tractor while today they use a 1971 Seagrave Rear Mount.

1905 232 Richmond Avenue  
1931 (January 28) 1573 Castleton Avenue

LADDER 81 - Organized October 1, 1915.

In 1946 the company ran with a 1926 Pierce Arrow 50ft. City Service ladder truck while today they run with a 1972 Seagrave Rear Mount.

1915 1592 Richmond Road  
1960 (June 17) 278 McClean Avenue

LADDER 82 - Organized October 1, 1915 in new quarters with Engine 162.

In 1946 the company was using a 1926 Pierce Arrow 50ft. City Service ladder. Presently the unit responds with a 1969 Alfco H&L.

1915 256 Nelson Avenue

LADDER 83 - Organized March 12, 1932.

In 1946 this company was running with a 1941 Seagrave 75ft. H&L. Currently the company is running with a 1968 Alfco H&L.

1932 875 Jewett Avenue

LADDER 84 - Organized November 1, 1937 in the Huguenot section.

In 1946 they were answering alarms with a 1926 50ft. Pierce Arrow City Service ladder while today they roll out with a 1973 Mack Tower Ladder.

1937 1560 Castleton Avenue

LADDER 85 - Organized June 18, 1960 in the New Dorp section.

In 1972 this company operated with a 1948 Pirsch 85ft ladder trailer pulled by a 1969 Mack tractor. Today they operate a 1973 Mack Tower Ladder.

1960 3067 Richmond Road

LADDER 86 - Organized April 15, 1963 in new quarters with Engine 166.

In 1972 the company was using a 1971 Mack Tower Ladder which is still in service today.

1963 1400 Richmond Avenue

. . . AND IN THE BOROUGH OF RICHMOND, STATEN ISLAND  
F.D.N.Y. SPECIAL UNITS

RESCUE 5 - Organized May 16, 1948 in the quarters of Ladder 78.

From 1948 to 1959 the company used a 1941 Ward hose wagon which featured a company built enclosure. In 1959 the 1948 Mack formerly Rescue 1 was given to the company and operated until the company was disbanded on May 29, 1962.

THAWING APPARATUS # (63) - Organized April 1, 1957 in the quarters of Engine 163 using a 1949 International special heating apparatus.

The unit moved to Engine 160 and then in January 1974 it was relocated to Engine 154. With the disbanding of Engine 154 in November, 1975, the unit was moved to Engine 159.

In 1976 the old International unit was replaced with a Ford Econoline van with the heating device installed by the Department shops.

MARINE COMPANY 9 - Organized April 14, 1883 as Manhattan Engine 51 located at Pier 42, North River. After two more changes of berth around Manhattan Island, the company was relocated to St. George, Staten Island on December 7, 1908.

On December 31, 1916 the company was disbanded, however it was reactivated on December 1, 1922 and remained in service until 1934 when it was once again disbanded.

The company was again reactivated on November 16, 1938, as Engine 51. It was on June 1, 1959 that the designation was changed to Marine 9.

On May 11, 1967 the boat was moved to Slip 8, St. George Ferry Terminal in the former berth of the Brooklyn Electric Ferry.

Among the vessels that served as Engine 51, Marine 9 were the Zophar Mills which was the boat put into service for the move to Staten Island. Also used were the William L. Strong, the William J. Gaynor on October 21, 1954 for a short time. Prior to the Gaynor, the George B. McClellan went into service as Engine 51 on September 19, 1949. The Gaynor was followed by the Fire Fighter which is still in service with the company.

HOSE RELAY WAGON - Established using a 1951 Ward Quad engine. Used as a hose wagon until the early 70's and since been scrapped. The wagon carried 30 lengths of 3½" marine rubber hose and necessary fittings. Unit was stored with Engine 152.

WATER TENDER - Engine 166 - used as a water tanker with the 1947 Ward tanker ex F.D.N.Y. gasoline truck. This unit was scrapped in the early 70's.

WATER TENDER - Engine 159 - used as a water tanker with the 1943 Ward tanker ex F.D.N.Y. gasoline truck. This unit was scrapped in the early 70's.

BRUSH FIRE UNIT 1 - In service in 1970 using a 1970 Dodge chassis with department shops adding a body, 250 gallon water tank, booster reel and 5 lengths of booster hose and a pump at the rear. This also has a discharge gate on the pump which will accomodate 1½ inch hose.

BFU 1 runs out of Engine 164 and Ladder 84 quarters.

BRUSH FIRE UNIT 2 - In service in 1970 using a similar rig as BFU 1.

In 1966 the F.D.N.Y. loaned 2 experimental BFU units from the U.S. Army. These were 3/4 ton trucks outfitted with a 275 gallon tank, a 50 gpm pump, 1½" hose and fittings. These two early trial rigs were the forerunners of the present day brush fire units.

BFU 2 runs out of Engine 166 and Ladder 86 quarters.

## ADDENDA

### BROOKLYN

ENGINE 212 - On November 22, 1975, Engine 212 was to be disbanded. In protest, residents of the community took over the firehouse, preventing the Department from removing the 1968 Mack that had been in use as 212. To further show strength of their cause, the people renamed the house 'People's Firehouse and repainted the apparatus door. A station wagon was used for responding to alarms in the immediate vicinity.

Everyday a fireman was assigned to the house to look after the Department property.

The F.D.N.Y. and the City tried on many occasions to settle the issue of either returning the unit as a full service company or getting the rig out and closing the house completely.

In late 1976 a solution was offered that was to set off as much a controversy as the initial closing of Engine 212.

It was announced in the press that on Christmas Eve 1976, 212 would be back in service being manned by the men of Queens Rescue Company 4 which would relocate permanently to Brooklyn. Naturally this meant that every time the Rescue had to respond to Queens, there would be no one in 212's quarters to operate the pumper if it was needed. And if the Engine were operating at a box, there would be no one to roll out the Rescue if it was needed.

Immediately this brought the residents of Rescue 4's neighborhood to arms and they began to march in protest in front of the Rescue quarters. When the Department tried to move the Rescue out ahead of schedule past the protesters, the officer in charge would not due to the people outside with the result that the Rescue rig stayed in Queens but that officer was immediately transferred to a Bronx engine company.

Politicians got into the act protesting the relocation of the company and the matter was taken to the courts.

At this time, the F.D.N.Y. decided to go ahead with the idea of a Rescue company switch, but this time it would involve Rescue 2 of Brooklyn. This company would now relocate out of its busy run-down area to the quiet Greenpoint section of Brooklyn.

Now it was the turn of the residents in Rescue 2's response area to protest and protest they did. Again politicians rallied against the move of Rescue 2 as did Rescue 4.

After several delays the courts ruled against the outright relocation of Rescue 4 and the idea of a Rescue running out of 212's quarters was dropped.

Christmas and New Year past and more negotiations were held and a solution was finally reached.

Engine Company 212 would not exist as 212 but would become Utility Unit 1. A foam generator would be put in the house as an experiment thus allowing Government funds to be obtained to pay the firemen who would man the unit.

The crew per shift would be 1 lieutenant and 4 firefighters. The lieutenant would be the Satellite lieutenant of Super Pumper Satellite Officer Car 71 which would relocate to 212's house from the quarters of the Super Pumper.

At 0900 AM March 19, 1977, Utility Unit 1 went into service with the house being renumbered for the new unit. The "prisoner" Engine 212 was renumbered for its new assignment.

Utility Unit 1 responds to 34 street boxes plus 76 Class 3

special building boxes in the immediate Greenpoint & Williamsburg area. The Unit will not respond or relocate on greater alarms out of its response area and it will be used for interchange with any other company. It can be special called for foam purposes if needed.

If the lieutenant acting in his capacity as Satellite Officer is out on run then one of the firemen is designated as acting lieutenant until Car 71 returns.

LADDER COMPANY 123 - Relocated at the beginning of June, 1977 from 423 Ralph Avenue to 1352 St. Johns Place.

AMBULANCE 2 - Relocated from quarters of Engine 280 at 489 St. Johns Place to the quarters of Engine 283, 885 Howard Avenue effective June 1977.

#### QUEENS

MOBILE COMMAND POST - A new Unit started by the F.D.N.Y. in May, 1977, using a former Bookmobile of the Queensboro Public Library.

The huge rig is designed to respond only on special calls to major fires or disasters. It will provide an enclosed area for strategic conferences, press interviews, etc. The rig will be stored at the quarters of Engine 262, Astoria, with no regular crew assigned. Firemen of ladder companies in Astoria and Long Island City will be assigned to drive the rig when needed.

The first job for the Command Post was for a 4th alarm in a Manhattan Bath House where the rig remained on the scene for almost a week.

#### BROOKLYN

SEARCHLIGHT 22 - Relocated late March, 77 from the quarters of Engine 211 at 26 Hooper Street to the quarters of Engine 206, 1196 Metropolitan Avenue.

#### FRONT COVER:

TOP: F.D.N.Y. letterhead from Engine 112, Brooklyn which later became Engine 212 and presently is Utility Unit 1

BOTTOM LEFT: Front page from a booklet of Bronx volunteer engine company.

BOTTOM RIGHT: Brooklyn & Queens office form, circa 1900

From the author's collection.



## BROOKLYN MODEL CITIES SALVAGE CORPS

The Brooklyn Model Cities Salvage Corps was established at 0900 am May 18, 1972 at 2581 Atlantic Avenue, Brooklyn.

The purpose of the Salvage Corps is to utilize salvage methods and procedures to reduce property damage from fire, smoke and water during and after fire operations.

The Salvage Corps operates in the Central Brooklyn Model Cities area with an assigned Fire Department Lieutenant and fireman chauffeur and a crew consisting of Salvagemen trained in the operations of the unit, all of whom reside in the Model City area.

During the first few weeks of operation, the company was using the 1954 International van formerly used by Rescue 3. This was soon replaced by the Corps' assigned rig, a 1972 International with a specially built compartmented body.

This Fire Salvage Corps was the first in the nation to be established under the Model Cities program.

The Corps responds to all 7-5 signals (all hands operating) for structural fires within the Model Cities area. The unit can also be special called to a structural fire when 2 engines and 2 ladders or less are operating in the Model Cities and if the chief in charge feels that the Corps would be useful.

The men, all of whom have been trained by the F.D.N.Y. are prohibited by Fire Department regulations from engaging in fire extinguishment and overhauling operations.

In addition to doing salvage work, the men will make temporary on-the-spot repairs to broken doors and windows to prevent displacement of families.

The men are paid \$100 a week (as of the start of the unit) with the program being budgeted at \$634,000 a year in Model City funds.

In March, 1977 the Salvage Corps was relocated to 551 Waverly Avenue, Brooklyn.

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