

*Fire Department, City of New York,  
Boroughs of Brooklyn & Queens,  
Quarters Eng. Co. No. 112.*

*Sept 17 1909*

## ...And In The Other Boroughs

A History of Fire Companies in The Bronx, Brooklyn, Queens  
and Richmond, Staten Island, New York City

CONSTITUTION  
AND  
BY-LAWS  
OF  
Protection Engine Co.

No.  5.

BENEVOLENT ASSOCIATION  
OF  
MELROSE.



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CITY OF NEW YORK.

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Compiled by  
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Dear Reader;

Welcome to the First Edition of ". . . And In The Other Boroughs", the sequel volume to my earlier F.D.N.Y. history "It Began in Manhattan."

Like the Fire Department history of Manhattan Island, the history of the early Brooklyn Fire Department has been covered in depth in an 1892 volume called, "Our Firemen - The Official History of the Brooklyn Fire Department." That book covers the time from the first volunteer to the last appointee and was compiled from the records of the Department. This was for all general purposes the last history of that borough. As for The Bronx, Queens and Richmond, Staten Island, their full histories had gone unrecorded in book form.

With the completion of my Manhattan history, I turned my thoughts to setting down on paper these histories of the other boroughs. This turned out to be a case of 'easier said than done.' Each borough covered in this volume consisted of small independent towns in the earlier days each running their own Fire Departments. In many cases the detailed histories of these communities' departments were not recorded or lost in the passage of time and in many cases of volunteer companies other than knowing of a units existence no other information is available. Name changes of locations of firehouses were so numerous that it was impossible to pinpoint every unit and its quarters. For this reason I did not attempt to include a firehouse-street directory which was featured in the Manhattan history.

I have in this volume made an effort to cover in depth the history and locations of F.D.N.Y. Special Units used in each of the boroughs in this volume, as well as the ladder and engine companies of both the volunteer and paid departments.


Researching for this volume took me to the F.D.N.Y. library, the Bronx Historical Society library as well as countless books and magazines and rosters. Actual research took from November 29, 1975 to September 20, 1976. Then on October 12, 1976 I began typing the assembled data, a task which lasted until mid-March 1977.

As with my first volume, the wordy histories have been skipped over. For those desiring further detailed data on the early history I recommend trying to obtain the Brooklyn edition of "Our Firemen."

Through these two volumes I have attempted to trace the development of the F.D.N.Y. through the history of its companies. Companies of men and apparatus that have left their marks on the pages of the Department history both in Manhattan . . . and in the other boroughs.

No. 82 of a limited 100 copy  
First Printing

*Marvin Schneider*  
Marvin Schneider  
March, 1977



## THE BIG FIRES OF THE OTHER BOROUGHS

Standard Oil Greenpoint Conflagration	September 13, 1919
Brooklyn Union Gas Co. Plant	February 26, 1920
Richmond Conflagration	May 2, 1920
Arverne, Rockaway Conflagration	June 15, 1922
Coney Island Conflagration	July 19, 1932
Luna Park, Coney Island (10 alarms)	August 12, 1944
St. George Ferry Terminal, Staten Island	June 25, 1946
Greenpoint Borough Call	June 30, 1952
Bronx Factory & Marquee Collapse	April 4, 1956
Luckenback Pier Fire & Explosion	December 3, 1956
Plane Crash, Brooklyn & Staten Island	December 16, 1960
Aircraft Carrier 'Constellation' Fire	December 19, 1960
Mill Basin Oil Storage Fire	May 10, 1962
Maspeth Fat Rendering Plant	October 26, 1962
Public School #9, Bronx	January 3, 1963
Brooklyn Plymouth Street Warehouse	March 6, 1964
Williamsburg Lumber Yards	August 12, 1965
Richards St. Sugar Warehouse boro-call	July 12, 1966
Jamaica Gas Leak & Explosion (13 alarms)	January 13, 1967
Chester St. Fire & Collapse	October 2, 1970
Tank Explosion, Staten Island	February 10, 1973
Flushing Lumber Yard	November 21, 1974
Bklyn. Oil Tank Fire & Explosions	January 4 & 5 1976
Fulton Street Department Store Fire	December 22, 1976





A History of Fire Department Companies  
In the Borough of  
**THE BRONX**

A

. . . And in the Borough of The Bronx

What is today the Borough of The Bronx became part of the City of New York on January 1, 1874. This area previously was part of Westchester County, and became organized as the 23rd and 24th Wards of the City of New York.

At this time of organization each community had its own Volunteer Fire Company.

One such community was the Town of Morrisania, which was organized on April 26, 1856, the date Morrisania split off from West Farms and incorporated as a separate town. A fire alarm bell tower stood near Lady Washington Engine House #1 in the last quarter of the Nineteenth Century. When the F.D.N.Y. took over fire protection Morrisania had 4 engines, 3 hose companies and 2 ladder companies.

On December 29, 1873 the N.Y. Board of Fire Commissioners established the 10th Battalion, with 2 engine companies equipped with steamers and hose tenders, 4 engine companies with chemical engines and water tenders and 2 hook and ladder companies for a total of 14 pieces of apparatus.

When first established The Bronx units had in addition to firemen, laddermen and hosemen, these 2 titles being men who were permitted to work at their civilian trades receiving half the salary of firemen. However they were required to sleep at the fire stations and report for drills. Bells on fire stations and lookout towers would summon the men from their jobs when needed. By July 1, 1879 the companies were fully manned with continuous duty men.

The tenth battalion covered an area of more than 20 square miles. The first alarm answered by the Department in the newly annexed District occurred on January 12 1874.

The four companies with chemical engines were given them partly due to the scarcity of water mains. As water mains were extended, the chemical engines were replaced with steam pumpers. The first such change came in 1879 when Chemical Engine 3 was reorganized as Engine 45 on April 23, 1879.

In 1895 4 more villages and City Island were annexed creating the 25th Ward. These villages continued operating with their volunteer companies until the F.D.N.Y. could establish new paid companies.

Only 1 Battalion covered the area from 1874 to 1899. As new battalions were organized in Manhattan, the Bronx Battalion's number was upped. In 1899 The Bronx was split into 2 battalions and in 1905 2 more were added, being the 17th and 18th Battalions. The 20th Battalion was organized on April 15, 1906 and on June 1, 1930 a new 19th Battalion was created taking its number from the Marine Battalion which ran as the 19th Battalion from 1905 to 1925. In 1956 Manhattan's 3rd Battalion moved up to The Bronx.

With the creation of the 5th Division on May 15, 1905 The Bronx units had their own Division for the first time. The 6th Division was created in 1906 and the 7th came into existence in 1906. In 1922 the 6th Division was discontinued but later reestablished. A 9th Division has also been added to the borough.

In the early days of the annexation Engine 38 from Manhattan would respond along with a chemical unit and the ladder truck all which were part of the combination company.

One carryover from the old days of the Bronx F.D. exists today in the Riverdale War Memorial Tower which houses the belfry bell formerly from the old frame building of Engine and Ladder 52.

This firehouse was so distant from transportation lines, that the company was given a chiefs buggy to carry the men to and from meals and over to the Broadway trolleys.

Over the years new companies were organized in areas where population increased due to new housing. The latest being Engine 66 and Ladder 61 which were created in 1974 to serve the new Co-op City Housing complex built on the site of the former Freedomland Amusement Park.

Today vast portions of the borough are ravaged by arson set fires which have resulted in multi-block areas of vacant buildings that are continuously torched until the structure collapses in a heap of charred rubble.

In 1972 these conditions in The Bronx became known to the world outside the City by a book written by Dennis Smith then a fireman with Engine 82.

In May of 1973 F.D.N.Y. apparatus history was written in this borough with the final run of the last wooden ladder in service leaving the Riverdale quarters of Ladder 52 ending the era of the 'wooden stick'.

Over the years some companies were disbanded such as Ladder 53 (Ladder portion of CFC 121) second sections of companies such as Engines 41-2, 46-2, 50-2 and 88-2 as well as Ladders 17-2 and 27-2 which are all part of history today as well as the 3 TCU units that once rolled through the streets of The Bronx.

Most recently 2 Bronx Squad Companies were disbanded passing into the annals of the history of Fire Companies in the Borough of the Bronx.

## VOLUNTEER COMPANIES OF THE BRONX

CITY ISLAND HOOK & LADDER 2, City Island

MINNIFORD HOSE CO., City Island

MINNIFORD ENGINE CO., City Island

DEFENDER HOSE CO. 1, Eastchester

Housed in a frame building on Boston Road off Dyre Avenue  
Disbanded June 18, 1923

HOPE HOSE CO. 2, Morrisania

5th Street, (Today 167th St.) & Washington Avenue  
Housed in quarters of Hook & Ladder 4

LADY WASHINGTON HOSE CO., Morrisania

Fulton Avenue & E. 168th Street

The first house had its own cupola housing an alarm bell.

The building itself was probably built circa 1845. with the engine being of the Piano Box type.

By 1872 the original house had been demolished to make way for a new brick structure. The new building had a flat roof with no cupola. Instead the alarm bell was placed at the top of a rather flimsy looking wooden tower behind and to the right of the firehouse. Within a decade this tower was replaced.

HOOK & LADDER CO. 4, Morrisania

5th Street (167th St.) & Washington Avenue

HOPKINS ENGINE 3, East Morrisania

East 149th Street & Robbins Avenue

AMERICAN HOOK & LADDER CO., Morrisania

FLEETWOOD ENGINE CO. 3, Morrisania

MONITOR ENGINE 2, East Morrisania

East 149th Street nr. Jackson Avenue

CATARACT ENGINE CO. 3, Highbridgeville

MARBLE HILL HOSE CO. 1, Marble Hill

Organized on May 18, 1895

On October 16 1897 the company applied for incorporation under the N.Y. State laws. The company was conducted under the jurisdiction of the F.D.N.Y. which supplied a satisfactory hosecart, hose, ladder and hooks.

The company was housed in a combination fire station and clubhouse located on the property at 21 Jansen Avenue (Adrian Ave.)

There were very little runs for the company and interest soon wore thin

PROTECTION ENGINE 5, Melrose  
Washington Ave.

VIGILANT HOSE 1, Melrose  
East 152nd Street nr. 3rd Avenue

JACKSON ENGINE 4, Mott Haven  
Boston Road below Mott Street (today 3rd Ave. below E. 149th St.)

J. L. MOTT HOOK & LADDER 2, Mott Haven  
138th Street

MUTUAL PROTECTION BUCKET CO., Tremont

TREMONT HOOK & LADDER CO., Tremont

NEPTUNE ENGINE 3, Riverdale  
Riverdale Avenue

COLUMBIA HOSE CO., Unionport  
12th Street nr Avenue C  
Disbanded May 1, 1896 with Engine 64 on same day in those quarters.



VAN NEST HOSE 1, Unionport  
Organized September 1906, disbanded 1910  
Van Nest Avenue & Unionport Road

VAN NEST HOSE 2, Unionport  
Disbanded 1910  
Van Nest Avenue & Rosedale Avenue

VAN NEST EXEMPT FIREMAN'S ASSN. OF CITY OF N.Y.  
Incorporated May 18, 1911  
71 Van Nest Avenue

AMERICUS HOOK & LADDER CO., Wakefield

EMPIRE ENGINE 1, Wakefield  
East 240th Street & Richardson Avenue  
Disbanded February 1, 1896 with Engine 63 being organized that  
day in same quarters

LACONIA HOSE CO., Wakefield

NEREID ENGINE 1, Wakefield  
Incorporated August 13, 1890, disbanded April 24, 1896  
East 238th Street nr. White Plains Road

GEORGE WASHINGTON HOSE CO., Wakefield

ALERT ENGINE 2, West Farms

WEST FARMS ENGINE 1, West Farms

PIONEER HOOK & LADDER CO., 1, Williamsbridge

WILLIAMSBRIDGE INDEPENDENT ENGINE 1, Williamsbridge

WESTCHESTER VOLUNTEER HOSE CO., Westchester Square  
Main Street & Westchester Tpke.

TWENTY-THIRD WARD FIRE COMPANY  
East 147th Street

HIGGS BEACH VOLUNTEER FIRE CO., Clason Point  
Organized in 1918  
Foot of Gildersleeve Avenue  
Formed to provide needed protection since nearest City firehouse was four miles away.  
Started with buckets and later used a Chemical Hose Wagon.  
Company 2 was organized in 1920 and in 1922 AVIATION CO. 3 was formed.  
In the late 20s the vollies built their own motorized apparatus.  
Companies 1 and 2 remained in service till about 1946 when they were disbanded whereupon many of the members joined the Aviation Company which still operates to this day.  
Among the apparatus Aviation 3 has used has been a 1927 home built truck, a chemical truck on a Model A Ford Chassis, 1936 Dodge from Tarrytown bought in 1949 which served actively for 20 years until it was replaced with a 1953 Ford. Company has a Ward La France pumper and also provides ambulance service.

EDGEWATER PARK VOLUNTEER FIRE DEPARTMENT, Edgewater Park  
Organized January 1923 as Edgewater Hose Co. 1.  
Company is still in service using a 1954 Chevrolet and a 1965 Jeep/Howe.  
Aidee Drive & Main Street

# PAID COMPANIES OF THE BRONX ENGINES

ENGINE 38 (2nd of that number) - Organized December 20, 1928 in new quarters with Hook & Ladder Co. 51.

In 1946 the company was using a 1928 Alfco engine. Currently they are using a 1969 Mack RF model pumper which has been with them since its delivery in 1969.

(The first ENGINE 38 was disbanded in Manhattan on May 1, 1918)

1928 3446 Eastchester Road

ENGINE 41 - Organized January 1, 1874. In 1946 company was using a 1931 Seagrave pumper.

Company was designated as a double company on October 15, 1957. This second section was discontinued on November 15, 1958.

Today the company uses a 1975 Mack Rapid Water rig.

1874 501 North 3rd Avenue btwn 146th & 148th Streets

1904 (January 10) 572 East 150th Street

330 East 150th Street (Same house as above, renumbered)

ENGINE 41-2 was organized in Engine 41's quarters on August 10, 1968.

In 1972 the company was using a 1969 Mack pumper. This was followed by a 1972 Mack pumper, which on January 17, 1974 was discontinued as Engine 41-2 and redesignated as Squad 5. (NOTE: On that day, Squad 5 Manhattan was disbanded and transferred to the Bronx where it became Engine 66.)

ENGINE 42 - Organized January 1, 1874. In 1946 they were running with a 1941 Mack engine and after using a 1969 Mack they are now using a 1975 Mack Rapid Water pumper.

1874 1192 Fulton Avenue nr. 167th Street

1892 (May 7) New house same site.

1915 (October 1) 1781 Mount Hope Ave. (Today: 1781 Monroe Ave.)

ENGINE 43 (2nd of that number) - Organized May 1, 1904. Company started as a combination company. This was discontinued as a combination company on February 15, 1905.

In 1946 the company was using a 1939 Ward LaFrance. On October 13, 1973 the company recieved the 1970 Mack Squirt formerly used by Engine 71. This rig remained with Engine 43 until into 1975 when they were given a 1972 pumper. In mid-1976 they received a 1975 Mack Rapid Water rig.

(The first ENGINE 43 was disbanded in Manhattan on October 1, 1901)

1904 1901 Sedgwick Avenue

ENGINE 45 - Organized January 1, 1874 as Chemical Engine 3 and was changed to Engine 45 on April 23 1879.

On December 28, 1885, when the company moved its location it was made into a combination company keeping that status until November 29 1913 when it was discontinued as a combination company.

In 1946 the unit was using a 1931 American La France. Presently Engine 45 operates with a 1975 Mack Rapid Water pumper.

1874 Division Street nr. Boston Road  
 1885 Tremont Avenue nr. Southern Blvd.  
 1932 (February 6) 925 E. Tremont Ave. New house, same site as 1885

ENGINE 46 - Organized January 1, 1874 as Chemical Engine 4. They became Engine 46 on August 11, 1881.

In 1945 the company was using a 1937 Mack pumper and a 1929 Seagrave hose wagon. Today the company uses a 1975 Rapid Water rig.

1874 Morris Street nr. Washington Avenue  
 1891 753 Tremont Avenue  
 1895 (April 1) 715 East 176th Street  
 451 East 176th Street (New number, same house as above)  
 1972 (March 14) 450-460 Cross Bronx Expressway

ENGINE 46-2 - Organized August 10, 1968 in the quarters of Engine 46. Company was disbanded on October, 10 1969 and redesignated as Engine 88-2 on that same day.

ENGINE 47 - Organized January 1, 1874 as Chemical Engine 1 until October 14, 1881 when it was redesignated as Engine 47. The company was discontinued on July 1, 1882.

(A second Engine 47 was organized in Manhattan on August 17, 1882)

1874 149th Street & Eagle Avenue

ENGINE 48 - Organized October 14, 1881 as a combination company. As such the company consisted of a steamer, hose tender and ladder truck. This company was first due as far away as Riverdale. In 1908 the company ceased to operate as a combination company.

In 1946 the company was using a 1938 Ahrens Fox and a 1929 FWD hose wagon. Today they are using a 1970 Mack Rapid Water rig.

1881 Thomas Ave. (Webster Ave.) nr. Kingsbridge Road (Fordham Rd.)  
 1883 2504 Webster Avenue (New house, same site)

ENGINE 50 - Organized January 1, 1874 as Ladder 18. On July 1, 1882 they were reorganized as Engine 50. They were a combination company in their early days until 1907, when with the organization of Ladder 32 they were discontinued as a combination company.

In the 1880s the company was considered far out 'in the country' and was averaging less than one run per week. Today the response area of Engine 50 is no longer out in the country and their runs have picked up to the extent that in 1975 Engine 50 made 5,503 runs of which 4,175 were workers.

In 1946, Engine 50 was using a 1937 Mack Engine with a 1929 Seagrave hose wagon. Today they are using a 1975 Rapid Water Mack.

1874 166th Street & 3rd Avenue  
 1904 491 East 166th Street (Quarters rebuilt, same site)  
 1976 (August) 1155 Washington Avenue cor. 167th Street

ENGINE 50-2 - Organized May 30, 1970 at the quarters of Engine 50. This second section unit was disbanded March 23, 1974.

ENGINE 52 - Organized August 30, 1884 as a combination company consisting of a steamer, 4 wheel tender and ladder truck. From the date of organization until the end of 1884 the company only responded to 2 alarms.

With the organization of Ladder 52 on November 1, 1928, the company ceased to run as a combination company.

In September, 1917 the company was given its first motorized engine. A 1928 Alfco engine and a 1940 Ahrens-Fox hose wagon was being used in 1946. Today the company runs with a 1972 Rapid Water rig.

1884 Riverdale Avenue nr. 246th Street  
 1939 (May, 1) 4550 Riverdale Ave. (New house built next to old)

ENGINE 60 - Organized January 1, 1895. They began service with a new 3rd size LaFrance steamer and a Gleason & Bailey hose tender. In 1946 they were using a 1931 Alfco engine and a 1929 FWD hose wagon. Today Engine 60 is using a 1975 Mack Rapid Water pumper.

1895 352 East 137th Street  
 1948 (October 26) 341 East 143rd Street

ENGINE 61 - Organized February 1, 1896 in Westchester Village as a combination company using steamer, hose wagon and ladder truck.

The company received their first steam fire engine in 1899. In 1946 they operated with a 1931 Alfco engine and a 1929 FWD hose wagon. Today they are using a 1971 Mack engine.

1896 Main Street nr. Westchester Tpke.  
 1899 Main Street & Arnow Place (New house)  
 1929 (December 4) 1518 Williamsbridge Road (New house)

ENGINE 62 - Organized February 1, 1896 as a combination company. They received their first steam fire engine in 1902. The combination company status was discontinued on December 20, 1928.

In 1946 they were running with a 1925 Alfco engine and a 1929 FWD hose wagon. Today they operate with a 1972 Rapid Water Mack.

1896 61 White Plains Avenue  
 1903 (December 1) 3431 White Plains Road & Julianna Street



ENGINE 63 - Organized February 1, 1896 in the quarters of Empire Engine Company in Wakefield Village.

Received their first steam fire engine in 1908. In 1946 the company was using a 1939 Ward LaFrance engine with a 1930 Seagrave hose wagon. In 1976 they are running with a 1972 Mack Rapid Water engine.

1896 240th Street & Richardson Avenue

1909 4109 White Plains Road\*

1971 753 East 233rd Street

\*Some records show this relocation date as October 1, 1899

ENGINE 64 - Organized May 1, 1896 in the quarters of Columbia Hose Company, Unionport Village.

They received their first steam fire engine in 1909. In 1946 they were using a 1937 Mack pumper and a 1930 Seagrave hose wagon. In 1976 they are operating with a 1970 Mack engine.

1896 12th Street nr. Avenue C

1909 2152 Gleason Avenue

1910 1214 Castle Hill Avenue (Same house, number and name of Avenue changed)

ENGINE 66 - Organized January 19, 1974 in the Co-Op City housing development. This was the second Engine company with this number, the first being the fireboat at Grand Street and East River.

Engine 66 first used the 1970 rig of Manhattan's Squad 5 which was deactivated that same day. Presently the company runs with a 1971 Rapid Water pumper.

1974 21 Asch Loop

ENGINE 68 - Organized August 23, 1898 in new quarters for Ladder 19 which had been discontinued. The company started as a combination company. In 1946 the company was using a 1931 Seagrave pumper. In 1973 this company was scheduled to receive the 1970 Sqrut which had formerly been used by Engine 71. Instead the squirt was reassigned to Engine 43 and a 1970 Mack was assigned to 68. They are presently using a 1971 Mack engine.

1898 1115 Ogden Avenue

1080 Ogden Avenue (Same house, renumbered)

ENGINE 69 - Organized on July 1, 1899 as a combination company. The company was discontinued on January 1, 1918 and reorganized as Ladder 39.

A second Engine 69 was later organized in Manhattan.

1899 243 East 233rd Street

ENGINE 70 - Organized August 1, 1899 on City Island as a combination company. It was discontinued as a combination company on November 1, 1928 with the formation of Ladder 53 in its quarters.

In 1946 Engine 70 was running with a 1934 Seagrave pumper. In July 1974 Engine 70 exchanged rigs with Engine 320, giving up their 1968 Mack non Rapid Water unit to get 320's 1972 Rapid Water pumper. This was done in anticipation of Engine 70 being made a Combination Fire Company (CFC).

CFC 121 - Organized in the quarters of Engine 70, Ladder 53 on August 24, 1974. Both rigs ran under the CFC number with only 1 officer covering both engine and ladder per shift.

On July 2, 1975 the ladder portion of CFC 121 was disbanded, causing the engine to revert back to its original designation as Engine 70. However on July 4, 1975 when the ladder was reestablished both units returned to the CFC designation. With the permanent disbanding of the ladder portion of the CFC company on November 22, 1975, the engine reverted back to its original number, 70. In 1976 the company received the 1970 Mack former Squirt Engine 43 which had been reconverted to a Telesquirt by the F.D.N.Y. shops. The company has retained their 1972 Rapid Water pumper which is used as a hose wagon.

1899 169 Schofield Street  
1940 (May 1) New house, same site

ENGINE 71 - Organized in a temporary house on August 1, 1899. In 1946 the company was operating with a 1938 Ahrens-Fox pumper and a 1930 Seagrave hose wagon. In 1970 they received one of the 2 Mack Squirts bought by the F.D.N.Y. They kept this rig until mid-1973 when it was reassigned to Engine 43. They then received a 1971 Mack. They currently operate with a 1975 Rapid Water rig.

1899 3168 Railroad Avenue (Park Ave.) & 161st Street  
1901 (December 1) 3134-36 Park Avenue (New House)

ENGINE 72 (2nd of that number) - Organized in new quarters in 1972 being the former Engine 88-2. Company has been using a 1971 Mack pumper. (1st Engine 72 disbanded in Manhattan October 15, 1957)

1972 3929 Tremont Avenue

ENGINE 73 - Organized November 1, 1900. In 1946 they were using a 1939 Ahrens-Fox engine and a 1940 Mack hose wagon. They are currently running with a 1975 Mack Rapid Water rig.

1900 655 Prospect Avenue

ENGINE 75 - Organized on December 25, 1901 as a combination company, a status which was kept until May 15, 1907 when Ladder 33 was organized in that quarters.

In 1906 the combination company consisted of a fourth size Metropolitan steamer, a second size Seagrave hose tender and a Fire Extinguisher Mfg. Co. city service ladder truck, circa 1885. In 1946 the company ran with a 1936 Mack engine a 1929 FWD hose wagon. They are currently using a 1970 Mack engine.

1901 2283-85 Jerome Avenue

ENGINE 79 - Organized October 1, 1904 as a chemical engine company. In 1905 they were changed to a steamer company using a steamer and hose wagon. In 1908 the chemical engine was discontinued.

In 1946 they were using a 1931 Seagrave engine. Currently they are running with a 1971 Rapid Water rig.

1904 2928-30 Briggs Avenue

ENGINE 81 - Organized on June 17, 1905 in the structure of old Grammar School 66.

When first organized company ran with a steam pumper and hose tender. From the date of organization until January 1906 the company responded to only 4 alarms and worked at just one. On August 11, 1917 the horse drawn pumper and tender were replaced with a motorized unit. In 1946 they were running with a 1944 Mack engine and a 1929 Seagrave hose wagon. They are currently running with a 1971 Rapid Water rig.

1905 Albany Road & Bailey Avenue

1913 (November 27) 3025 Bailey Avenue

ENGINE 82 - Organized October 1, 1905 as a combination company. On May 1, 1907 they were discontinued as a combination company with the organization of Ladder 31 in their quarters.

In 1946 Engine 82 was running with a 1939 Ward engine and a 1930 Seagrave hose wagon. Today they are running with a 1975 Mack Rapid Water rig.

In 1972 this unit and its men were brought to the public attention with the publication of the book 'Report From Engine Co. 82' by Dennis Smith.

1905 1213-15 Intervale Avenue

ENGINE 83 - Organized February 1, 1906 in new quarters. In 1946 the company was using a 1936 Mack engine with a 1930 Seagrave hose wagon. In 1976 they are using a 1975 Rapid Water Mack rig.

1906 618-20 East 138th Street

ENGINE 85 - Organized July 1, 1967 in the quarters of Engine 82. In 1971 the company moved to the 'tin house', one of 2 pre-fabricated one story 'temporary' firehouses put into service. They began service with a 1971 Mack rig and are now using a 1975 Rapid Water pumper.

1967 1213-15 Intervale Avenue

1971 (July 8) 1264 Boston Post Road

ENGINE 88 - Organized February 1, 1909\* with a hose wagon only. A steamer engine was added in 1909.

In 1946 they were running with a 1936 Mack engine and a 1929 Seagrave hose wagon. Currently they run with a 1975 Mack.

\* Some records show the date of organization as November 15, 1908

1909 2225 Belmont Avenue

ENGINE 88-2 - Organized in the quarters of engine 88 on October 15, 1969 using a 1971 Mack. In 1972 the company was disbanded and redesignated as Engine 72.

1969 2225 Belmont Avenue

ENGINE 89 (2nd of this number) - Organized May 15, 1926 in new quarters. In 1946 the company was using a 1939 Ward LaFrance engine and a 1930 Seagrave hose wagon. Currently they are using a 1970 Mack pumper. (1st Engine 89 disbanded January 1, 1916, Manhattan)

1926 2924-26 Eastern Blvd. (later called Bruckner Blvd.)

ENGINE 90 - Organized May 1, 1910 in new quarters with Ladder 41. In 1946 they ran with a 1941 Mack engine and a 1929 FWD hose wagon. Currently they are running with a 1970 Mack engine.

1910 1841 White Plains Road

ENGINE 92 - Organized March 20, 1913 in new quarters with Ladder 44. In 1946 a 1944 Mack was in service with the company. In 1976 they operate with a 1970 Mack.

1913 1259 Morris Avenue

ENGINE 94 - Organized November 27, 1913 in new quarters. In 1946 they were using a 1939 Ward LaFrance engine. In 1976 they are using a 1975 Mack Rapid Water engine.

1913 1226-28 Seneca Avenue

ENGINE 96 - Organized October 29, 1929. In 1948 they were running with a 1929 Alfco engine and a 1929 Seagrave hose wagon. Presently they are operating with a 1970 Mack engine.

1929 1684 Eastern Blvd.

1966 (April 13) 1689 Story Avenue

ENGINE 97 - Organized April 1, 1931 in new quarters with Ladder 32. In 1946 they were using a 1931 Mack engine and presently they are running with a 1971 Mack.

1931 1454 Astor Avenue

TCU 512 - Organized November 15, 1969 at the quarters of Engine 45. Company operated daily from 3pm to midnight. During non-use hours the rig was stored at Engine 90. Disbanded November 24, 1971

TCU 513 - Organized November 15, 1969 at the quarters of Engine 94. Company operated daily from 3pm to midnight. During non-use hours the rig was stored at Engine 96. Disbanded November 24, 1971.

# PAID COMPANIES OF THE BRONX

## HOOK & LADDERS

LADDER 17 - Organized January 1, 1874 and in 1907 was reorganized as a double company. In 1946 the company was using a 1925 Seagrave ladder with a 1934 FWD tractor. On December 29, 1952 the second section was discontinued. A Mack Tower Ladder was placed in service with the company on May 24, 1972. They now use a 1974 Mack TL.

1874 3rd Avenue nr. 140th Street  
1907 (March 1) 341-43 East 143rd Street

LADDER 17-2 -Organized October 3, 1970 at the quarters of Ladder 17. On May 30, 1973 the unit was designated as a concurrent tour company. In 1972 they were using a 1970 Seagrave Rear Mount. Several months before disbanding they received a 1974 Seagrave Rear Mount which served until December 16, 1974 the date of disbanding.

1970 341-43 East 143rd Street

LADDER 18 (1st of this number). Organized January 1, 1874. The company was reorganized as Engine 50 on July 1, 1882 combining with Chemical Engine Co. 2  
(Second Ladder 18 was organized in Manhattan on February 1, 1887.)

1874 166th Street nr. 3rd Avenue  
1882 (June 5) New quarters same site

LADDER 19 (1st of this number) - Organized March 17, 1880 in leased quarters starting with a ladder truck and a hose tender. On August 23, 1898 they moved to a new location reorganizing as Engine 68

1880 Ogden Avenue & Wolf Street

LADDER 19 (2nd of this number) - Organized on November 12, 1898. In 1946 they were using a 1925 Seagrave ladder truck. In 1976 they run with a 1974 Seagrave Rear Mount.

1898 866 Forrest Avenue  
1929 (October 29) 1684 Eastern Blvd. with Engine 96  
1935 (June 11) 491 East 166th Street with Engine 50  
1976 (August) 1155 Washington Avenue corner 167th Street

LADDER 27 - Organized June 1, 1904 in a new house adjoining Engine 46. In 1946 they were operating with a 1937 Seagrave ladder truck. In 1976 they are using a 1974 Seagrave Rear Mount.

1904 453 East 176th Street nr. Washington Avenue  
1972 450-60 Cross Bronx Expressway

LADDER 27-2 -Organized February 7, 1970 in quarters of Ladder 27. In 1972 the company was disbanded and designated as Ladder 58.



LADDER 29 - Organized in new quarters on February 1, 1906.  
In 1946 the company ran with a 1936 85ft FWD ladder. Presently they operate with a 1974 Mack Tower Ladder.

1906 618-620 East 138th Street

LADDER 31 - Organized May 1, 1907 sharing quarters with Engine 82.  
In 1946 they were using a 1937 85ft Seagrave ladder. In 1976 they have been using a 1973 Mack Tower Ladder.

1907 1213-15 Intervale Avenue

LADDER 32 - Organized May 15, 1907 in quarters adjoining Engine 50.  
During the years it moved several times. In 1946 the company was using a 75ft 1926 Seagrave ladder truck. Presently they are running with a 1972 Seagrave Rear Mount.

1907 489 East 166th Street  
1928 (December 20) 3431-33 White Plains Road with Engine 62  
1931 (April 1) 1454 Astor Avenue with Engine 92  
1935 (April 1) Relocated back to quarters of Engine 62

LADDER 33 - Organized May 15, 1907 in quarters of Engine 75.  
In 1946 the company was using a 1933 Walter ladder. Today the company is using a 1973 Mack Tower Ladder.

1907 2283-85 Jerome Avenue

LADDER 36 - Organized February 15, 1908 in quarters of Engine 43.  
The company relocated to Manhattan on October 1, 1915 to the quarters of Engine 95. The Bronx quarters still carries the Ladder 36 designation over the second apparatus door. In more recent times the ladder bay was used as the non-use storage quarters for TCU 712.

1908 1901 Sedgwick Avenue

LADDER 37 - Organized February 15, 1908 in quarters of Engine 79.  
In 1946 the unit operated with a 75ft 1931 Alfco ladder truck. Today the respond with a 1972 Seagrave Rear Mount.

1908 2928-30 Briggs Avenue

LADDER 38 - Organized February 15, 1908 in quarters with Engine 88.  
In 1946 the company used a 75ft 1921 Alfco ladder pulled by a 1932 FWD tractor. Today they are using a 1974 Seagrave Rear Mount.

1908 2223 Belmont Avenue

LADDER 39 relocated from Manhattan on January 1, 1916 to Bronx quarters of Engine 69 which was disbanded that day. In 1946 the company was using a 1926 Seagrave ladder pulled by a 1929 Seagrave

tractor. In 1976 they are operating with a 1969 Alfco Hook & Ladder which has the dubious honor at this time of being the only tractor trailer hook & ladder operating in the Bronx.

1916 243 East 233rd Street

LADDER 41 - Organized May 1, 1910 in quarters with Engine 90. A 1940 Ahrens-Fox 85ft Hook & Ladder served this unit in 1946. Today they run with a 1973 Mack Tower Ladder.

1910 1843 White Plains Road

LADDER 42 - Organized November 27, 1913 in new house adjoining Engine 73. In 1946 they were operating with a 1936 FWD ladder. A 1974 Seagrave Rear Mount serves the company presently.

1913 657 Prospect Avenue

LADDER 44 - Organized November 27, 1913 in new house adjoining Engine 92. In 1946 Ladder 44 used a 1940 Ahrens-Fox Hook & Ladder. On May 22, 1969 they received a 1969 Mack Tower Ladder, the first such rig in the borough of The Bronx. Today they are running with a 1972 Mack Tower Ladder, their first TL having been relegated to spare service.

1913 1261 Morris Avenue

LADDER 46 - Organized November 27, 1913 in new quarters with Engine 81. In 1946 they were running with a 1918 Seagrave 75ft ladder pulled by a 1931 FWD tractor. On May 25, 1972 they received a new 1972 Mack Tower Ladder which is their current rig.

1913 3027 Bailey Avenue

LADDER 47 - Organized November 27, 1913 in quarters with Engine 64. In 1946 the company was using a 1929 Alfco ladder. In 1976 they are running with a 1972 Seagrave Rear Mount.

1913 1220 Castle Hill Avenue

LADDER 48 - Organized November 27, 1913 in quarters with Engine 94. In 1946 they were operating with 1938 FWD ladder. Presently they are running with a 1974 Seagrave Rear Mount.

1913 1226-28 Seneca Avenue

LADDER 49 - Organized December 23, 1913 in new quarters. In 1946 a 1918 Seagrave 75ft ladder trailer pulled by a 1931 FWD tractor was used by the company. Today a 1974 Seagrave Rear Mount is used.

1913 1079 Nelson Avenue

1947 (March 1) 1080 Ogden Avenue with Engine 68

LADDER 50 - Organized in new quarters with Engine 89 on May 15, 1926. In 1946 they were running with a 75ft 1934 Walter ladder. At the present time Ladder 50 uses a 1970 Seagrave Rear Mount.

1926 2924-26 Eastern Blvd. (Bruckner Blvd.)

LADDER 51 - Organized December 20, 1928 in new house with Engine 38. In 1946 they operated with a 1926 Seagrave ladder truck. Today they use a 1972 Mack Tower Ladder.

1928 3446 Eastchester Road

LADDER 52 - Organized November 1, 1928 in the quarters of Engine 52, when the ladder of the combination company of Engine 52 was established as a separate company and retained the same number. Thus the Riverdale company became the only F.D.N.Y. company in the history of the department where the Engine and the Ladder in the same house have the same number.

In 1946 the company was running with a 75ft 1934 Walter ladder. The last wooden ladder in the F.D.N.Y., a 1955 FWD trailer pulled by a 1969 Mack tractor was retired from the quarters of Ladder 52 on May 27, 1973, the last run from the house being witnessed and filmed by the author. The wooden rig was replaced with the first 1959 Mack 100 ft Magirus hook & ladder. This rig remained with 52 for about 8 months and was followed by a series of spares which included Ladder 7's former rig as well as Ladder 53's combination rig of a 1960 Mack 85ft Maxim trailer pulled by a 1969 Mack tractor. This rig was finally replaced with the F.D.N.Y.'s only Alfco Rear Mount purchased as a demonstrator in 1969. The one-of-a-kind RM went into service in the Riverdale house on April 4, 1975. By June 1976 the rig was taken away from Ladder 52 and reassigned to Ladder 166 in Brooklyn. The Alfco RM was replaced by a Seagrave 1970 Rear Mount which was the rig of the now disbanded Ladder 10.

1928 4550 Riverdale Avenue

1939 (May 1) New quarters same site

LADDER 53 - Organized November 1, 1928 in the City Island quarters of Engine 70. In 1946 they were using a 1918 Alfco trailer pulled by a 1928 FWD tractor. In 1974 the company was using a 1960 Mack 85ft Maxim trailer pulled by a 1969 Mack tractor. This was replaced by June 1974 with a 1971 Mack Tower Ladder prior to the company being made into a CFC unit.

CFC 121 - Organized August 24, 1974 in the quarters of Engine 70 and Ladder 53. On July 2, 1975 the ladder portion of the CFC company was disbanded then reestablished on July 4, 1975 and remained in service until November 22, 1975 when the ladder was permanently disbanded ending the CFC company with the Engine reverting back to its old designation as Engine 70.

1928 169 Schofield Street

1940 (May 1) New house, same site

LADDER 54 - Organized April 13, 1966 in new quarters with Engine 96. In the past the company has run with a 1971 Mack Tower Ladder and now has one of 1973 vintage.

1966 1689 Story Avenue

LADDER 55 - Organized July 18, 1968 in quarters of Engine 71. The company has used a 1960 Mack Maxim 85ft Hook & Ladder and now runs with a 1974 Seagrave Rear Mount.

1968 3134-36 Park Avenue

LADDER 56 - Organized August 6, 1968 in quarters of Engine 42. The unit has runned with a 1959 Mack Maxim 85ft Hook & Ladder and now runs with a 1974 Seagrave Rear Mount.

1968 1781 Monroe Avenue

LADDER 57 - A proposed ladder company that was never established but had quarters assigned for it and even had a rig numbered in anticipation of beginning service.

Planned to be the companion rig to Engine 72 at 3929 Tremont Avenue the new house was built with the ladder number put onto the building and a 1968 Alfco 100ft Hook & Ladder was assigned with the number and stored in the house but never put into service and the ladder company was removed from the house. (The author photographed this rig outside the F.D.N.Y. shops after the plans for establishing the company were cancelled and just prior to the '57' numbers were removed and the rig reassigned.

LADDER 58 - Organized in 1972 from the redesignated Ladder 27-2 Started service with a 1970 Seagrave Rear Mount and now runs with a 1974 Mack Tower Ladder.

1972 451 East 176th Street

1974 (May, 15) 925 East Tremont Avenue

LADDER 59 - Organized November 24, 1972 in the Bronx 'tin house', one of 2 F.D.N.Y. pre-fabricated firehouses. Started with a 1970 Seagrave Rear Mount and today uses a 1974 Rear Mount.

1972 Boston Post Road

LADDER 61 - Organized March 23 1974 in the Co-op City Housing Development. Company started service with a 1968 Alfco Hook & Ladder formerly used by Ladder 175. Currently the company runs with a 1970 Seagrave Rear Mount.

1974 21 Asch Loop

TCU 712 - Organized November 15, 1969 at the quarters of Ladder 31 operating from there daily from 3pm to midnight.

On July 8, 1971 the unit moved to the 'tin house' quarters of Engine 85 continuing to operate from there during its special hours. During non-use hours the 1970 Seagrave Rear Mount was stored at the quarters of Engine 43.

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

RESCUE COMPANY 3 - Organized June 1, 1931. First used 1924 Mack AC 10 ex Rescue 1. This rig was wrecked in a fatal collision with Engine 48 on May 3, 1938. Next they used the 1921 White, ex Rescues 1 & 2, as a spare. The 1931 Mack Bulldog AP ex Rescue 1 was given to them on May 14, 1941. Next used was a 1953 International rig which lasted until 1971 when a new Mack was put into service.

1931 341 East 143rd Street (Ladder 17)  
1948 (November 1) 1781 Monroe Avenue (Engine 42)  
1951 (May 11) 3134 Park Avenue (Engine 71)  
1968 (August 7) Relocated to Engine 93 Manhattan

SQUAD 1 Originally organized in Manhattan at Engine 59 moved to the Bronx relocating to 451 East 176th Street. On November 3, 1975 the company again relocated this time to 925 East Tremont Avenue (Eng. 45). Squad 1 was permanently disbanded on May 1, 1976

SQUAD 2 -Organized August 1, 1955 at the quarters of Engine 73 655 Prospect Avenue. Company was disbanded on May 1, 1976.

SQUAD 5 Originally organized in Manhattan on April 1, 1959 which was deactivated on January 19, 1974. On the same day Bronx engine 41-2 was designated as Bronx Squad 5 at 330 East 150th Street.

Company was disbanded July 2, 1975 then reestablished on July 4, 1975 and finally permanently disbanding on May 1, 1976.

BRIDGE CHEMICAL ENGINE 63 - Organized June 1, 1939 at quarters of Engine 83. Discontinued in 1954.

BRUSH PATROL 97 - Organized May 6, 1957 in quarters of Engine 97.

SEARCHLIGHT 3 (23) - Organized May 8, 1930 using a 1922 Cadillac rig formerly Searchlight 1. Received a new International rig in 1954. Originally quartered with Engine 71 later moved to Engine 96.

SUPER PUMPER SATELLITE #2 - Organized October 1, 1965 in the quarters of Engine 83. On August 5, 1968 was to relocate to Engine 43, but relocation order was revoked that very day and Satellite 2 remained with Engine 83.

On July 1, 1975 with the disbanding of the manned Satellite crew, Satellite 2 was moved to Engine 72 which rolls with the Satellite supplying manpower. For the July 4th 1976 weekend Satellite 2 relocated to Engine returning afterwards back to Engine 72.

THAWING APPARATUS 2 - Organized April 1, 1957 at Engine 42. On December 31, 1968 the unit was relocated to Engine 97. Unit is presently operating with a 1970 Ford Econoline specially built heating apparatus. A spare 1949 International thawing unit is being stored at the quarters of Engine 89.



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

. . . And in the Borough of Brooklyn

The first record of any organized move to fire fighting in what is today the Borough of Brooklyn was made at a meeting that was held on April 7, 1772. This meeting was called for the selection of six firemen. It wasn't until 1785 that the first fire company was organized. An engine was purchased for this company from Jacob Roome of New York for the sum of £150. This first Brooklyn engine was a very primitive sort of water tank holding 180 gallons of water. The 'tank' was drawn to fires on its wooden block wheels by a single rope. This crude apparatus was christened "Washington #1.

The first Brooklyn firehouse stood in a lane leading off from Front Street near the present day Fulton Street known then as Old Ferry Road. The early firemen had a small district to protect. It contained only 75 buildings occupied by not more than 350 persons including about 100 slaves. Considering this small territory, the apparatus suffered from disuse and at the town meeting of 1794 it was decided to raise funds by subscription for the purchase of a new machine.

The second engine was delivered, tested and approved and accepted.

An act was past on March 24, 1795 to enlarge the fire limits, authorizing the increase of the number of firemen to 30.

The second fire apparatus, built by Hardenbrook was called Neptune #2 and it wasn't until 1810 that the third apparatus was bought when Franklin #3 was organized.

In 1816 the village of Brooklyn was incorporated.

In 1821 in the area of Brooklyn known as Flatbush, Flatbush Engine 1 was organized and operated a James Smith goose-neck hand pumper purchased second hand from Connecticut. This was housed in a frame building at Cow Lane (Church Avenue) & Plank Road (Flatbush Avenue).

In 1832 the fire company acquired a new engine from William Jeffers of Pawtucket, R.I. and was called Washington Engine Co. 1. In 1865 a brick firehouse was built for that company at Church & Bedford Avenues. A hand drawn ladder was added forming Washington Hook & Ladder Co. 1.

In 1874 following the lead of the already established New York Metropolitan Department (Manhattan) a Amoskeag self propelled steamer was bought and put into service with Engine 4.

At this time the equipment of the Brooklyn Department was painted in a 2 tone green which was kept until after consolidation in 1898.

On June 1, 1869 Union #5, Columbia #10, Hibernia #16, Montauk #22, Goodwill #4, Jackson #11, Eagle #13, Truck #1, and six hose companies were dispensed with. On that day some of the houses were closed, transfers were made to other houses and poor apparatus was discarded and stored away.

It wasn't until 7pm on September 15, 1869 that the new Paid Department was finally and fully in operation.

Although some volunteers were favorably disposed to the conversion to the Paid Department, there were no signs of mutiny nor evidence of demoralization shown. For months some vollies remained on until the complete transition from Volunteer to Paid Departments was made.

Fire Alarm Telegraphs in 1869 consisted of 4 bell towers, one at the City Hall, one at the corner of Hicks & Sackett Streets, the third at North 1st & Bedford Avenue and the fourth at Ten Eycke near Ewen Streets.

The first private building to be equipped with a box was Jewell's Mill at Fulton & Furman Streets. By 1873 the number of boxes in private buildings grew to 30.

In 1878 the City of Brooklyn was presented with 38 fire alarm telegraph boxes made by Pearce & Jones which were placed at various points in different thoroughfares. By the end of the year there were 50 public boxes. In November 1879 a "Central Office" system was installed on the top floor of Fire Headquarters, then located at 367 Jay Street. This, however, was not put into service until December 22, 1880.

The Town of New Lots was annexed to the City of Brooklyn on August 4, 1886.

Six more companies were formed between 1865 and 1894 when the City of Brooklyn took over the Flatbush Fire Department.

By 1893 all the old fashioned hose reels had been replaced with standard 2 horse hose wagons used as tenders in the engine companies.

In 1895 and 1896 the City of Brooklyn purchased for the Fire Department, 16 steam fire engines, 1 water tower, 10 combination chemical and ladder trucks, 23 hose wagons, 1 chemical engine and 2 Hayes aerial ladder trucks.

On January 28, 1898 the City of Brooklyn Fire Department was consolidated with that of Manhattan, Bronx, and Queens and formed the basis of what is today the F.D.N.Y.

The first interborough response of land companies occurred in January 1912 when Brooklyn companies were called in to the Equitable Building fire in Manhattan.

The last horse drawn apparatus in the F.D.N.Y. was the Steamer and Tender of Engine 205 making its final run on December 20, 1922.

Today, like the other boroughs in the City, Brooklyn has its sections of slums and burnt out tenements. The act of disbanding has on too numerous occasions taken its toll of Brooklyn companies.

The conditions of Brooklyn were brought to the attention of the public in 1975 with the publication of a book by the officer of Brooklyn's Rescue 2, Lt. Richard Hamilton, called 20,000 Alarms.

Most recently this Rescue Company took possession of a new 1976 Mack van which will enable this dedicated company to continue to serve the F.D.N.Y. in the Borough of Brooklyn.

## VOLUNTEER COMPANIES OF BROOKLYN

Bay Ridge  
BAY RIDGE ENGINE 1

NEPTUNE ENGINE 2  
Hicks Street near Degraw

Brooklyn Hills  
DERAISMUS HOSE #1

Canarsie  
CANARSIE HOSE #1

Coney Island  
ATLANTIC HOSE #1

ATLANTIC HOSE #2

ATLANTIC HOSE & LADDER #3

Eastern District  
LADY WASHINGTON ENGINE 1 - Organized March 1834 as Washington Engine 1, this was the first Eastern District company formed with about 25 men. A few years later the number of men increased to 40.  
1834 North 2nd Street

PROTECTION ENGINE 2 - Organized March 1834 also having about 25 men the total increased a few years later to match that of the Lady Washington Engine Company.  
1834 South 1st & 5th Streets

GOOD INTEREST ENGINE 3 - Organized in 1844

U.S. ENGINE 4 - Ewen & Wyckoff Streets

NORTHERN LIBERTIES ENGINE 5 - 136 Wythe Avenue nr. N. 8th Street  
Engine 12, B.F.D. organized in above quarters - 9/15/1869

EAGLE ENGINE 6 - Organized as Bucket Company 6 until merged into Eagle Engine 6 and later reorganized as Hose 6.  
Stagg Street nr. Union Avenue

NEPTUNE ENGINE 7 - 137 Powers Street nr. Ewen Street  
Engine 13, B.F.D. organized in above quarters - 9/15/1869

PACIFIC ENGINE 8 - Disbanded June 30, 1865

CONTINENTAL ENGINE 9 - Carlton Avenue nr. Myrtle Avenue  
The original Engine 9 was broken up when their quarters was destroyed in a fire. Later the company reorganized at the above address.

Engine 10, B.F.D. organized in above quarters - 9/15/1869

RED JACKET ENGINE 10

VALLEY FORGE ENGINE 11 - Greenpoint Avenue nr. Manhattan Avenue  
Hook & Ladder 6, B.F.D. organized in above quarters - 9/15/1869

MARION HOSE 1 - Disbanded June 30, 1865

North 2nd Street & Third Avenue

ATLANTIC HOSE 2 - Bushwick Avenue & McKibben Street

FRIENDSHIP HOSE 3 - North 1st St nr. 4th Avenue

ZEPHYR HOSE 4 - Organized 1855, disbanded 1859

114 South 3rd Street nr. Driggs Avenue  
Hook & Ladder 4, B.F.D. organized in above quarters - 9/15/1869

HOSE CO. 5 - Disbanded June 30, 1865

HOSE CO. 6 - Disbanded June 30, 1865

HOSE CO. 7 - Franklin Street & Greenpoint Avenue

HOSE CO. 8 - Graham Avenue nr. Grand Street

HOSE CO. 9 - Disbanded June 30, 1865

HOSE CO. 10 - North 2nd Street & Sixth Street

MUTUAL HOOK & LADDER 1 - Organized June 1836. Started with 13 men  
and later increased to 23 in 1842

1836 North 2nd Street (Building next to Lady Washington Engine)

PUTNAM HOOK & LADDER 2 - Disbanded June 30, 1865

YOUNG AMERICA HOOK & LADDER 3 - Seventh Street nr. Broadway



## East New York

EAST NEW YORK F.D. - Organized in 1850 and chartered in 1866.  
First fire house at Bushwick Avenue and Jamaica Avenue

## Flatbush

FLATBUSH ENGINE 1 - Organized 1821 and operated with a James Smith gooseneck hand pumper purchased from Hartford, Connecticut. This engine had been built in 1812.

In 1832 the company acquired a new engine from William Jeffers. At the time the name of the company was changed to Washington Engine #1.

1821 Cow Lane (Church Avenue) & Plank Road (Flatbush Avenue)

1865 Church & Bedford Avenues

MELROSE HOSE 2 - Organized February 19, 1886

WINDSOR HOSE 3 - Organized January 11, 1887

WOODBINE HOSE 4 - Organized February 1, 1887

MALBONE HOSE 5 - Organized January 26, 1889

WASHINGTON HOOK & LADDER 1 - Organized 1865 in the brick firehouse for Washington Engine 1.

1865 Church Avenue & Bedford Avenue

FARMERS HOOK & LADDER 2 - Organized September 1, 1888

PROSPECT HOOK & LADDER 3 - Organized February 3, 1893

## Flatlands

FLATLANDS ENGINE 1

FLATLANDS HOOK & LADDER 1

## Gravesend

GRAVESEND HOOK & LADDER 1

UNION ENGINE 1

## New Lots

ALERT PUMP COMPANY 1 - Organized 1875 in town of New Lots.

1875 Sheffield & Atlantic Avenues

AMERICAN EAGLE ENGINE 1 - Organized August 15, 1850 and disbanded on August 4, 1886

EMPIRE ENGINE COMPANY - Organized in 1864.

1864 Wyona Street nr Atlantic Avenue

FRANKLIN ENGINE 2 - Organized in 1872 and disbanded August 4, 1886

INDEPENDENT PUMP & BUCKET COMPANY - Organized 1875 and disbanded on August 4, 1886.

LIBERTY HOSE COMPANY - Organized 1872, disbanded August 4, 1886.

NEPTUNE ENGINE COMPANY - Organized 1865, disbanded August 4, 1886.

UNION HOOK & LADDER 1 - Organized 1862, disbanded August 4, 1886.

#### New Utrecht

BLYTHE DOURNE ENGINE 5

#### Sheepshead Bay

FRIENDSHIP HOOK & LADDER 1

HARRY HOWARD HOSE COMPANY 1

#### Western District

WASHINGTON ENGINE 1 - Organized April 30, 1785 in Brooklyn's first firehouse.

1785 Prospect Street nr. Fulton Street

NEPTUNE ENGINE 2 - Organized 1797. Several times in its history Engine 2's quarters was locked up for fighting with other companies. In January 1855 the members of the company were expelled from the Department and Engine 2 was disbanded. Nine years later the company was reorganized in the old quarters which was found to be too small and before the Volunteer Department was legislated out of existence they moved to their last quarters. Company was disbanded on September 15, 1869 with Brooklyn F.D. Engine 3 being organized in the same quarters that day.

1797 Hicks Street nr. Atlantic Avenue (in stable)

18?? Block below Degraw Street (in small building)

1854 Hicks Street nr. Degraw Street

FRANKLIN ENGINE 3 - Organized 1817.

1817 Henry Street nr. Cranberry (Firemen's Hall)

**EAGLE ENGINE 4 - Organized in 1812.**

1812 High Street nr. Fulton

**LAFAYETTE ENGINE 5 - Organized June 28, 1825. (This company is not listed in F.D.N.Y. files)**

**UNION ENGINE 5 - Canton Street nr. Willoughby Street**

**PROTECTOR ENGINE 6 - Organized September 2, 1825 first using a small engine of the 'gooseneck' pattern. In 1839 they received a new engine built similar to their first. Another new engine was received in 1847, this one being of the piano-box style, the first such rig in Brooklyn. This engine was rebuilt in 1856 by James Smith.**

The company's 1850 new house which was built on the site of the old one was the smallest of all engine houses at the time.

1825 Concord Street btwn. Adams & Pearl Streets

1838 Pearl Street & Nutria Alley

1850 New house, same site

1850's New house opposite their former quarters

**CONSTITUTION ENGINE 7 - Organized October 24, 1828. This company made several trips out of town and on numerous occasions received visiting units.**

The company received their first piano engine on October 16, 1852. It was one of the most beautiful pieces of apparatus ever introduced to the city. Attached to the engine was a small tender carrying 8 lengths of hose. The Tender was named Independent. Afterwards the company had a double deck engine built by Jeffers & Co. of Pawtucket, R.I.

1828 Navy Yard gate, fifth ward

18?? 227 Front Street nr. Bridge

Engine 8, B.F.D. organized in above quarters September 15, 1869

**CONTINENTAL ENGINE 9 - Carlton Avenue nr. Myrtle Avenue**

Engine 10, B.F.D. organized in above quarters September 15, 1869

**COLUMBIA ENGINE 10 - Organized in 1839 and reorganized in 1854. One of the last engines used by this company was the double decker previously used by Engine 7 and 8.**

1839 Bedford nr. Myrtle Avenues

18?? Kent Avenue nr. Myrtle Avenue

**JACKSON ENGINE 11 - First quartered on High Street nr the old Eastern Market.**

18?? Gold Street nr. Concord

**PHOENIX ENGINE 12 - 159 Graham Street nr. Myrtle Avenue**

Engine 9, B.F.D. organized in above quarters September 15, 1869

ATLANTIC ENGINE 13 - Organized at Atlantic Avenue & Court St.

VICTORY ENGINE 13 - 166 Clymer Street nr. Bedford Avenue  
Engine 11, B.F.D. organized in above quarters September 15, 1869

PACIFIC ENGINE 14 - Organized September 19, 1846. Company received their first engine for \$1,000 from H. Waterman of Hudson, N.Y. and was put into service in June 1847. They ran with this engine for only 3 years and then ordered a double decker from John Agnew of Philadelphia. Although this unit would also cost them \$1,000, they were able to obtain \$800 of the price by selling their old machine to Engine 8, Williamburgh. The new engine was delivered August 21, 1851.

1846 Love Lane nr. Henry Street

1854 (March 23) 160 Pierrepont Street nr. Fulton St.

Engine 5, B.F.D. organized in above quarters September 15, 1869

MOUNT PROSPECT ENGINE 15 - Later disbanded and afterwards known as Hibernia.

State Street nr. Nevins

ENGINE 15 - Once known as the "Dutch Kills" company and was later changed to Hose Company 9.

BROOKLYN ENGINE 17 - Organized September 28, 1848. The company's first engine was #8's gosseneck, the Water Witch which was later replaced by a Waterman piano-box rig formerly used by Engine 34 of Manhattan. A "Philadelphia Pattern" double-decker pumper built by James Smith was installed in the company. By 1860 the double-decker had outlived its perfection and the company petitioned the common council for a new engine. With the double-decker it was necessary for a hose tender to run with the engine. On June 11, 1861 they took possession of the first steam fire engine in Brooklyn, a \$3,650 Amoskeog.

1848 Washington St. btwn. Myrtle Avenue & Johnson Street

1849 Lawrence Street btwn. Myrtle Avenue & Johnson Street

1859 Jay Street btwn. Myrtle Avenue and Willoughby Street

ENGINE 18 - Organized at Court Street near Butler Street. The company was disbanded with members joining Engine 19.

EMPIRE ENGINE 19 - Pacific Street near Court Street

CLINTON ENGINE 20 - Fulton near Adelphi Street

PUTNAM ENGINE 21 - Disbanded September 15, 1869 with the formation of Engine 1, B.F.D. in their quarters.

4th Avenue near 19th Street

**MONTAUK HOSE 4** - In 1857 this company was transformed into Engine 22 V.F.D. and moved across the street from their previous quarters.

Degraw Street near Court Street

**MONTAUK ENGINE 22** - Formed from the former Montauk Hose Co. 4. The engine company remained in service until September 15, 1869 when it was disbanded with the formation of Engine 4, B.F.D.

1857 299 Degraw Street

**ATLANTIC HOSE 1**, - High Street near Fulton Street

Engine 6, B.F.D. organized in above quarters September 15, 1869

**ATLANTIC HOSE & RELIEF COMPANY 1** - Organized November 27, 1835 in a shed first using an old painters cart for a hose carriage.

1835 High Street

1836 Poplar Street Firemen's Hall

1851 Henry Street nr Cranberry Firemen's Hall

**MECHANIC HOSE 2** - Organized December 1848, originally called Bucket Company 1.

1848 Jay Street near Tillary Street

**ALERT HOSE 3** - Hoyt Street nr Fulton

**CRYSTAL HOSE 4** - Love Lane near Henry Street

**FRONTIER HOSE 5** - First stationed in the yard of the Quevedo Home at York Street and Hudson Avenue.

Hudson Avenue opp. Front Street

**WASHINGTON HOSE 6** - Organized in 1853 in a shed on Adelphi Street. Company received a Pine & Hartshorne carriage in 1855 and then another new carriage was given to them later in their years of service.

1853 Adelphi Street

1855 85 Carlton Avenue near Park

**AMERICAN HOSE COMPANY 7** - Tillery Street nr. Bridge Street

**WATER WITCH HOSE 8** - Bergen Street near Court Street

**HOPE HOSE 9** - Van Brunt Street near Hamilton Avenue

Engine 2, B.F.D. organized in above quarters September 15, 1869

**MOUNT VERNON HOSE 10** - Carlton Avenue near Grand

NIAGARA HOSE 11 - Court Street near Livingston

CASHOW HOSE 12 - Hicks Street near Joralemon

FRANKLIN HOSE 13 - Franklin Avenue near Van Buren

CARROLL HOSE 15 - Carroll Street

EMPIRE HOSE 16 - Cole Street near Hamilton Avenue

MYRTLE HOSE 17 - Spencer Street near Myrtle Avenue

MONTNESS HOOK & LADDER 1 - Organized in 1817 as Brooklyn's first Hook & Ladder company. It was 2 months before the company received hooks and ladders although the men promptly equipped themselves for service immediately. However they received no carriage so they had to carry their tools to every fire by hand. It wasn't until the summer of 1818 that the company received a carriage but their tools had to be stored in a vacant open lot which affected the serviceability of the tools left out to the elements. Finally a building was erected in which the carriage and the tools of the company were able to be stored together under one roof.

This company was also known as LAFAYETTE HOOK & LADDER 1.

Henry Street near Cranberry Firemen's Hall

CLINTON HOOK & LADDER 2 - Organized January 30 1840 as Brooklyn's second ladder company. In October of 1840 the company received a new Franklin truck.

Some records show this company as being organized in the quarters of Engine 3, Middagh Street

206 Pearl Street near Concord.

EMPIRE HOOK & LADDER 3 - 894 Bedford Avenue near Myrtle Avenue  
H&L 2, B.F.D. organized in above quarters September 15, 1869

DEGRAW HOOK & LADDER 4 - 4th Avenue near 19th Street

H&L 1, B.F.D. organized in above quarters September 15, 1869

RESCUE HOOK & LADDER 5 - Dekalb Avenue nr. Fort Greene Place

# PAID COMPANIES OF BROOKLYN ENGINES

ENGINE 201 - Organized September 15, 1869 as Engine 1, B.F.D.  
in the quarters of Putnam Engine 21 which was disbanded that day.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 101 on October 1, 1899  
Renumbered Engine 201 on January 1, 1913  
The engine used in 1892 was a 2nd class Amoskeag which had been  
in service previously as Engine 9.  
In 1946 the company was running with a 1927 Alfco and a 1940  
Mack hose wagon. Presently the company operated with a 1970 Mack.

1869 633 4th Avenue & 19th Street  
1891 (August 20) 5113 4th Avenue nr. 51st Street

ENGINE 202 - Organized September 15, 1869 as Engine 2, B.F.D.  
in the quarters of Volunteer Engine 8.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 102 on October 1, 1899  
Renumbered Engine 202 on January 1, 1913  
When the company was started it had 14 men who had served the  
Volunteer Fire Department. The company had an extremely large  
response area but by 1892 the company's response area was cut back  
when Engine 1 and Engine 28 were placed in the lower end of the  
8th Ward. In 1892 the company responded on 44 first alarm boxes.  
In 1946 the company was running with a 1921 Alfco engine and a  
1929 Seagrave hose wagon.

1869 Van Brunt & Sebring Streets  
1960 (March 10) 31 Richards Street

ENGINE 203 - Organized September 15, 1869 as Engine 3, B.F.D.  
in the quarters Neptune Engine 2 which was disbanded that day.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 103 on October 1, 1899  
Renumbered Engine 203 on January 1, 1913  
In 1892 the company had a 2nd class Amoskeag engine, a 2 wheel  
hose cart and 3 horses. They would respond to 87 boxes on 1st  
alarm and 65 additional boxes on a 2nd alarm. As Engine 3 they had  
one of the largest and most important districts in the city to cover.  
In 1946 Engine 203 ran with a 1926 Alfco engine and a 1941 Ward  
hose wagon. The last engine used by this company was a 1970 Mack.  
The company was disbanded on December 16, 1974

1869 Hicks Street nr. Degraw  
1912 533 Hicks Street

ENGINE 204 - Organized September 15, 1869 as Engine 4, B.F.D.  
in the quarters of Montauk Engine 22 which was disbanded that day.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 104 on October 1, 1899  
Renumbered Engine 204 on January 1, 1913  
About 1874 the company operated with the only self propelled  
Amoskeag steamer in the B.F.D. On November 30, 1943 the unit was  
designated Squad Co. 24 and reverted back to Engine 204 on May 10,  
1945. In 1946 they were running with a 1941 Mack engine and a 1930

Seagrave hose wagon. Currently they operate with a 1971 Mack engine.

1869 299 Degraw Street

ENGINE 205 - Organized September 15, 1869 as Engine 5, B.F.D.  
in the quarters of Pacific Engine 14 which was disbanded that day.

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

Renumbered Engine 105 on October 1, 1899

Renumbered Engine 205 on January 1, 1913

The rig of Engine 5 that served in 1876 went into the collection belonging to Pearl White, the silent movie queen. Quite often this rig was filmed in episodes of 'Perils of Pauline' with the unlucky heroine hanging on the platform trying to escape the pursuing villain.

Since 1885 the company was using a fine Amoskeag engine. Then on December 20, 1922 the horse drawn steamer and tender rolled out of quarters making this the last run of horses in the F.D.N.Y.

In 1946 the company was running with a 1941 Mack engine.

The company was disbanded on July 2, 1975 at 9:00am and restored to service on July 4, 1975. Today the company uses a 1969 Mack rig.

1869 160 Pierrepont Street nr. Fulton Street

1925 July 30 274 Hicks Street

1929 (October 22) 74-76 Middagh Street

ENGINE 206 - Organized September 15, 1869 as Engine 6, B.F.D.  
in the quarters of Atlantic Hose 1.

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

Renumbered Engine 106 on October 1, 1899

Renumbered Engine 206 on January 1, 1913

In 1910 the company took possession of a Westinghouse horse drawn gasoline driven pumping engine which they used until they changed quarters in 1915.

In 1946 they were using a 1934 Seagrave engine and a 1930 Seagrave hose wagon. Currently they run with a 1970 Mack pumper.

1869 14 High Street

1892 189 Pearl Street

1915 (July 2) 1196 Metropolitan Avenue

ENGINE 207 - Organized September 15, 1869 as Engine 7, B.F.D.  
in the quarters of Protector Engine 6

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

Renumbered Engine 107 on October 1, 1899

Renumbered Engine 207 on January 1, 1913

In 1946 the unit was operating a 1938 Ahrens-Fox pumper. Today the company runs with a 1970 Mack engine.

1869 245 Pearl Street

1946 (April 25) 365 Jay Street

1971 (December 22) 172-92 Tillary Street

ENGINE 208 - Organized September 15, 1869 as Engine 8, B.F.D.  
in the quarters of Constitution Engine 7.

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

Renumbered Engine 108 on October 1, 1899

Renumbered Engine 208 on January 1, 1913



The company's first engine was a 'U' tank. This was soon found to be too small for the work required and was exchanged for a Clapp & Jones steamer. Two years later this was replaced by an Amoskeag engine. In 1892 they were using a first class Amoskeag and a 2 wheeled hose cart.

In 1946 the company ran a 1929 Alfco engine. In 1972 the unit operated a 1958 Mack pumper and in November of that year the company was disbanded and redesignated as Engine 167 Staten Island.

1869 227 Front Street

1871 New house, same site

ENGINE 209 - Organized September 15, 1869 as Engine 9, B.F.D. in the quarters of Phoenix Engine 12

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

Renumbered Engine 109 on October 1, 1899

Renumbered Engine 209 on January 1, 1913

In 1946 they were using a 1931 Alfco engine with a 1929 FWD hose wagon. Today they operate with a 1972 Rapid Water Mack.

1869 157 Taaffe Place

1966 (March 9) 850-54 Bedford Ave

ENGINE 210 - Organized September 15, 1869 as Engine 10, B.F.D. in the quarters of Continental Engine 9.

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

Renumbered Engine 110 on October 1, 1899

Renumbered Engine 210 on January 1, 1913

In 1946 Engine 210 ran with a 1937 Mack engine and today they are using a 1971 Mack Rapid Water rig.

1869 160 Carlton Avenue

1912 New house, same site

ENGINE 211 - Organized September 15, 1869 as Engine 11, B.F.D. in the quarters of Victory Engine 13.

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

Renumbered Engine 111 on October 1, 1899

Renumbered Engine 211 on January 1, 1913

In early 1890's Engine 11 consisted of a 2nd class Amoskeag engine and a 4 wheeled tender.

By 1891 the company was responding to calls from 81 boxes on 1st alarm and 82 boxes on second alarm. During the blizzard of 1888, their rig was put on runners and responded in that manner.

In 1946 the company was operating with a 1944 Mack pumper and a 1929 Seagrave hose wagon. Currently they are running with a 1972 Mack Rapid Water rig.

1869 166 Clymer St. nr. Bedford Avenue

1888 New house, same site

1944 (May 24) 26 Hooper Street

ENGINE 212 - Organized September 15, 1869 as Engine 12, B.F.D. in quarters of Northern Liberties Engine 5.

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

Renumbered Engine 112 on October 1, 1899

Renumbered Engine 212 on January 1, 1913

In 1892 the company ran with a 2nd class Amoskeag engine and a 4 wheeled tender. In 1946 they were operating with a 1931 Alfco.

In 1975 the company was using a 1968 Mack engine.

On July 2, 1975 at 0900 the company was disbanded but was restored to service on July 4, 1975. On November 22, 1975 the engine was permanently disbanded however the firehouse was taken over by the residents of the area and the rig was not permitted to be removed from the house. The house was organized as People's Firehouse and so as of November 15, 1976 the engine of 212 still sits in the firehouse and the people are determined to have their company put back into service.

1869 136 Wythe Avenue nr. North 8th Street

1909 New house, same site

ENGINE 213 - Organized September 15, 1869 as Engine 13, B.F.D. in the quarters of Neptune Engine 7.

Combined into the F.D.W.Y. on January 28, 1898

Renumbered Engine 113 on October 1, 1899

Renumbered Engine 213 on January 1, 1913

In 1890 the company ran with a first class Amoskeag engine. Prior to that they used a LaFrance engine which after being replaced went into service as a spare engine for the water front area. In early 1892 they received a new 4 wheel hose cart and their old one was rebuilt and put into service with Engine 31. The company had 66 boxes in their 1st alarm response area.

In 1946 the company was running with a 1931 Alfco engine.

Engine 213 was disbanded on December 1, 1959.

1869 137 Powers Street nr. Ewen

1880 New house same site

ENGINE 214 - Organized July 4, 1872 as Engine 14, B.F.D.

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

Renumbered Engine 114 on October 1, 1899

Renumbered Engine 214 on January 1, 1913

In 1946 the company operated with a 1938 Ahrens-Fox while today they are working with a 1972 Rapid Water Mack.

1872 231 Herkimer Street

1948 (February 5) 399 Halsey Street

1957 (June 26) 495 Hancock Street

ENGINE 215 - Organized September 15, 1872 as Engine 15, B.F.D.

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

Renumbered Engine 115 on October 1, 1899

Renumbered Engine 215 on January 1, 1913

The company was originally furnished with a 2nd class Amoskeag engine. At a fire in 1891 this engine was so badly burnt and crushed by falling walls it had to undergo extensive repairs. A spare engine was put into service until March 1892 when their original rig was returned, as good as new. The company also ran with a 4 wheeled hose cart.

The company as Engine 15 responded to 40 boxes on 1st alarm, 20 boxes on second alarm and 33 boxes on third alarm.

In 1946 the company was using a 1934 Seagrave engine. In 1972 the company was running with a 1970 Mack engine.

On November 25, 1972 the company was disbanded.

1872 88 India Street

ENGINE 216 - Organized September 15, 1872 as Engine 16, B.F.D.

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

Renumbered Engine 116 on October 1, 1899

Renumbered Engine 216 on January 1, 1913

The company's quarters on Scholes Street was different from that of any other company in the Department in that the horse's stalls were in the front of the house instead of the rear. By 1891 this was becoming one of the busiest companies in the Department having done 216 runs for that year and for 1892 they had 106 responses up to the month of June. In their immediate response area there were 84 boxes and 188 boxes in their 2nd alarm response area.

In 1946 the company was using a 1939 Ward LaFrance engine and a 1938 Ward hose wagon. In 1976 they were using a 1975 Rapid Water rig.

In comparison to their 216 runs for 1891, in 1975 the company had 4,383 runs of which 3,671 saw the engine work.

1872 11 Scholes Street

1971 (October 13) 187 Union Avenue

ENGINE 217 - Organized July 1, 1876 as Engine 17, B.F.D.

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

Renumbered Engine 117 on October 1, 1899

Renumbered Engine 217 on January 1, 1913

In 1912 the company was using a 1907 1st size Nott Steamer with a Couple Gear Tractor. In 1946 the company was using a 1941 Mack pumper with a 1938 Ward Hose wagon. In 1976 the company operates a 1971 Mack Rapid Water pumper.

1876 940 Dekalb Avenue nr. Lewis Avenue

1909 New house, same site

ENGINE 217-2 - Organized August 10, 1968 in the quarters of Engine 217.

In 1972 the company was running with a 1969 Mack and on November 25, 1972 the company was disbanded.

ENGINE 218 - Organized November 30, 1877 as Engine 18, B.F.D.

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

Renumbered Engine 118 on October 1, 1899

Renumbered Engine 218 on January 1, 1913

As Engine 18, the unit responded to 56 boxes on 1st alarm with the farthest being two and a half miles away.

In 1946 the company was using a 1936 Mack engine while today they are using a 1972 Rapid Water Mack.

The company was disbanded on July 2, 1975 at 0900 but was reestablished on July 4, 1975.

1877 Siegel Street nr. Graham Avenue

1887 (November 30) 650 Hart Street

1904 New house, same site

ENGINE 219 - Organized December 24, 1880 as Engine 19, B.F.D.  
 Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Engine 119 on October 1, 1899  
 Renumbered Engine 219 on January 1, 1913

As Engine 19, the company had a large important response district with 112 boxes on 1st alarm and 94 boxes on a second alarm.

In 1892 the company had a 2nd class Amoskeag engine and a four wheel hose cart. In 1946 the company was operating with a 1931 Alfco engine and a 1929 Seagrave hose wagon. In 1976 the unit was running with a 1972 Mack Rapid Water rig.

1880 735 Dean Street nr. Underhill Avenue

ENGINE 220 - Organized November 1, 1882 as Engine 20, B.F.D.

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

Renumbered Engine 120 on October 1, 1899

Renumbered Engine 220 on January 1, 1913

Company started service with a new Amoskeag engine and an improved tender.

The district at the time of the companies inception was not a very important one. They had only 71 1st alarm boxes in their area and in their first year the engine only responded to 42 1st alarm calls. Frequently the company went 2 to 3 weeks without a run. In 1891 they worked at 93 fires. Figures such as those seem like science fiction when compared to the company's 1975 totals of 2,230 runs at which the unit worked 1,451 times.

In 1946 the company ran with a 1928 Alfco engine and a 1929 Seagrave hose wagon. Today the company runs with a 1970 Mack rig.

1882 532 11th Street nr. 7th Avenue

1907 (December 31) 530 11th Street (adjoining old qtrts.)

ENGINE 221 - Organized June 16, 1885 as Engine 21, B.F.D.

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

Renumbered Engine 121 on October 1, 1899

Renumbered Engine 221 on January 1, 1913

As Engine 21 there were 77 boxes for 1st alarm runs and 99 more for second alarm responses.

In 1946 the company operated with a 1933 Seagrave engine a 1929 Seagrave hose wagon. Currently they are running with a 1970 Mack.

1885 161 S. 2nd Street nr. Bedford Avenue

1932 (October 29) New house, same site

ENGINE 222 - Organized June 16, 1885 as Engine 22, B.F.D.

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

Renumbered Engine 122 on October 1, 1899

Renumbered Engine 222 on January 1, 1913

There were 64 boxes in Engine 22's first alarm response area.

In 1892 the company had a second class Amoskeag engine and a two wheel hose cart.

In 1946 they were operating with a 1931 Alfco engine. Today they man a 1972 Mack Rapid Water rig.

1885 836 Quincy Street

1905 Above quarters rebuilt

1973 32 Ralph Avenue

ENGINE 223 - Fireboat SETH LOW - Organized January 1, 1886 as Engine 23, B.F.D.

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

Renumbered Engine 123 October 1, 1899

Renumbered Engine 223 January 1, 1913

The original Engine 23 Fireboat Seth Low was built of wood by Trundy & Murphy at the foot of Smith Street in 1886. After the hull was launched it was towed over to Jersey City where the Brown & McWilliams built engines were put into the vessel. The pumps by Clapp & Jones of Hudson, N.Y.

On June 1, 1959 the unit was designated as Marine 8.  
(See Brooklyn Special Units - Marine 8)

1886 Head of Furman St. (Harbeck's Stores)

1904 (November 28) Foot of 42nd Street, Brooklyn

1932 (June 20) Foot of 38th Street Brooklyn (New qtrts)

1962 (June 1) 52nd Street, Brooklyn

ENGINE 224 - Organized June 18, 1886 as Engine 24, B.F.D. in leased quarters.

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

Renumbered Engine 124 on October 1, 1899

Renumbered Engine 224 on January 1, 1913

Company in 1892 was equipped with a first class steamer which at first was a self propelled unit then later pulled by horses. The company also used a 2 wheeled hose cart that carried 26 lengths of hose. In 1946 they were running with a 1933 Seagrave engine and a 1933 Seagrave hose wagon. Today they are using a 1971 Mack engine.

1886 153 Furman Street

1904 (July 1) 274 Hicks Street

ENGINE 225 - Organized August 4, 1886 as Engine 25, B.F.D.

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

Renumbered Engine 125 on October 1, 1899

Renumbered Engine 225 on January 1, 1913

For some time the company had no engine with the hose tender doing all the work. At this time a double cylinder engine of the Clapp & Jones style was on order. In 1891 the company responded to 32 boxes on first alarms and there were 12 second alarm boxes.

In 1946 the company ran with a 1936 Mack engine and a 1938 Ward hosewagon. Currently the company runs with a 1975 Rapid Water rig.

1886 Liberty Avenue nr. Vermont

1890 (June 10) 657 Liberty Avenue

1970 (February 21) 799 Lincoln Avenue

ENGINE 225-2 - Organized October 11, 1968 in the quarters of Engine 225. Unit was disbanded prior to 1972

ENGINE 226 - Organized January 9, 1889 as Engine 26, B.F.D.

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

Renumbered Engine 126 on October 1, 1899

Renumbered Engine 226 on January 1, 1913

In 1892 the company was running with a second class Amoskeag engine and a four wheel hose cart.

In 1946 the company was using a 1938 Ahrens-Fox pumper and a 1938 Ward hose wagon. Today the unit runs with a 1969 Mack rig.

1889 409 State Street nr. Nevins  
1904 Quarters rebuilt same site

ENGINE 227 - Organized January 11, 1889 as Engine 27, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 127 on October 1, 1899  
Renumbered Engine 227 on January 1, 1913  
In 1946 a 1941 Mack engine served the company while today a 1975 Rapid Water Mack is used.

1889 979 Herkimer Street nr. Ralph Avenue  
1949 (June 20) 423 Ralph Avenue

ENGINE 228 - Organized April 17, 1890 as Engine 28, B.F.D. in leased quarters.

Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 128 on October 1, 1899  
Renumbered Engine 228 on January 1, 1913  
When organized the company began service with the engine formerly used by Engine 2. During 1891 the company responded to nearly 50 1st alarms.

In 1946 the company was using a 1934 Ahrens-Fox pumper and a 1937 Ward hose wagon. In 1976 the company is using a 1971 Mack.

1890 4th Avenue between 37th & 38th Streets  
1891 (December 30) 436 39th Street

ENGINE 229 - Organized November 1, 1890 as Engine 29, B.F.D.

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

Renumbered Engine 129 on October 1, 1899

Renumbered Engine 229 on January 1, 1913

In 1892 the company used a second class Amoskeag engine and a hose cart. The company as Engine 29 had a rather large response area with 73 boxes on the first alarm and 124 boxes on the second alarm.

In 1946 the company was served by a 1937 Mack engine and a 1938 Ward hose wagon. Currently they are using a 1970 Mack pumper.

1890 246 Frost Street between Humboldt St. & Kingsland Ave.  
1915 (July 2) 75 - 79 Richardson Street

ENGINE 230 - Organized July 2, 1891 as Engine 30, B.F.D.

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

Renumbered Engine 130 on October 1, 1899

Renumbered Engine 230 on January 1, 1913

In 1892 the company had 90 boxes to which they responded on 1st alarm and 150 second alarm boxes. In that year they were equipped with a second class Amoskeag steamer and a new hose cart.

In 1946 they were running with a 1936 Mack and a 1941 Ward hose wagon. Today they are running with a 1972 Rapid Water Mack.

1891 59 Ellery Street nr. Marcy Avenue  
1946 894 Bedford Avenue nr. Myrtle Avenue  
1950 (March 15) 701 Park Avenue

ENGINE 231 - Organized March 12, 1892 as Engine 31, B.F.D.

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

Renumbered Engine 131 on October 1, 1899

Renumbered Engine 231 on January 1, 1913

When first organized Engine 31 saw service with a Clapp & Jones steamer formerly used by Engine 27. A 4 wheel hose cart also was assigned to the company.

As Engine 31, the company would respond to 43 first alarm boxes and 75 boxes on the second alarm.

In 1946 the company was running with a 1937 Mack engine and a 1938 Ward LaFrance hose wagon. Currently the company runs with a 1975 Mack Rapid Water engine.

1892 Eastern Pkwy. nr. Watkins Street

1904 1772 Pitkin Avenue

1905 (March 4) 107-109 Watkins Street

ENGINE 232 (1st of this number) - Organized October 28, 1893

as Engine 32, B.F.D. with the Fireboat DAVID A. BOODY

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

Renumbered Engine 132 on October 1, 1899

Renumbered Engine 232 on January 1, 1913

On December 17, 1914 the Fireboat Boody was sold and the company was temporarily discontinued. On December 1, 1922 the company was reactivated with the Fireboat Abram S. Hewitt being assigned

On May 27, 1959 the unit was designated Marine 6 and was relocated to Grand Street, Manhattan.

1893 Foot of North 8th Street, Bklyn.

1922 (December 1) Foot of Noble Street, Bklyn.

ENGINE 232 (2nd of this number) - Organized July 8, 1966 at the quarters of Engine 231. Unit relocated to its own new quarters on September 24, 1971.

Engine 232 was disbanded July 2, 1975 at 0900am then was reestablished July 4, 1975.

In 1972 the company was working with a 1969 Mack and today runs with a 1975 Rapid Water Mack pumper.

1966 107-109 Watkins Street

1971 (September 24) 266 Rockaway Avenue

ENGINE 233 - Organized October 2, 1893 as Engine 33, B.F.D.

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

Renumbered Engine 133 on October 1, 1899

Renumbered Engine 233 on January 1, 1913

Started service with a second size Amoskeag steamer.

In 1946 the company was using a 1944 Mack engine and a 1938 Ward hose wagon. Today the company runs with a 1972 Rapid Water rig.

1893 243 Hull Street

1907 Quarters rebuilt same site

ENGINE 233-2 - Organized August 10, 1968 at the quarters of Engine 233. In its last year the unit ran with a 1969 Mack.

In 1972 the engine was disbanded and redesignated as Ladder 176.

ENGINE 234 - Organized October 2, 1893 as Engine 34, B.F.D.  
 Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Engine 134 on October 1, 1899  
 Renumbered Engine 234 on January 1, 1913  
 Company started service with a 3rd size Clapp & Jones steamer.  
 In 1946 the company was running with a 1936 Mack pumper and a  
 1938 Ward hose wagon. In 1976 the company was running with a 1972  
 Rapid Water Mack.

1893 1472 Bergen Street

ENGINE 235 - Organized July 1, 1895 as Engine 35, B.F.D.  
 Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Engine 135 on October 1, 1899  
 Renumbered Engine 235 on January 1, 1913  
 In 1946 the company saw service with a 1926 American LaFrance  
 engine and a 1940 Mack hose wagon. Currently the company is using  
 a 1972 Mack Rapid Water rig.

1895 206 Monroe Street

1904 (November 1) New quarters, same site

ENGINE 236 - Organized July 1, 1895 as Engine 36, B.F.D.  
 Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Engine 136 on October 1, 1899  
 Renumbered Engine 236 on January 1, 1913  
 In 1946 a 1927 ALFCO engine and a 1929 Seagrave hose wagon was  
 used by the company and today they run with a 1975 Mack Rapid Water  
 pumper.

1895 998 Liberty Avenue

ENGINE 237 - Organized July 15, 1895 as Engine 37, B.F.D.  
 Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Engine 137 on October 1, 1899  
 Renumbered Engine 237 on January 1, 1913  
 In 1946 the unit was operating with a 1927 Alfco engine and a  
 1929 Seagrave hose wagon. Currently they are running with a 1972  
 Rapid Water Mack.

1895 55 Morgan Avenue

ENGINE 238 - Organized July 15, 1895 as Engine 38, B.F.D.  
 Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Engine 138 on October 1, 1899  
 Renumbered Engine 238 on January 1, 1913  
 In 1946 they were running with a 1941 Mack engine and a 1929  
 FWD hose wagon. Today they operate with a 1969 Mack pumper.

1895 176 Norman Avenue

1972 (November 2) 205 Greenpoint Avenue

ENGINE 239 - Organized November 30, 1895 as Engine 39, B.F.D.  
 Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Engine 139 on October 1, 1899  
 Renumbered Engine 239 on January 1, 1913



In 1946 Engine 239 was running with a 1938 Ahrens-Fox pumper and a 1939 Ward hose wagon. Today the company runs with a 1970 Mack.

1895 395 Fourth Avenue

ENGINE 240 - Organized January 20, 1896 as Engine 40, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898

Renumbered Engine 140 on October 1, 1899

Renumbered Engine 240 on January 1, 1913

On April 6, 1898 the company was designated as a combination company, a status which existed until May 15, 1914 when they returned to the status of an engine company.

In 1946 the company ran with a 1923 Alfco engine while currently they are using a 1970 Mack rig.

1896 1307-09 Prospect Avenue

ENGINE 241 - Organized February 1, 1896 as Engine 41, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898

Renumbered Engine 141 on October 1, 1899

Renumbered Engine 241 on January 1, 1913

On April 6, 1898 the company was designated as a combination company. On May 15, 1914 the unit was discontinued as a combination company.

In 1946 they were running with a 1938 Ahrens-Fox engine. In 1976 they are using a 1971 Mack engine.

1896 240 Bay Ridge Avenue

1971 (March 22) 6626-30 3rd Avenue

ENGINE 242 - Organized February 1, 1896 as Engine 42, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898

Renumbered Engine 142 on October 1, 1899

Renumbered Engine 242 on January 1, 1913

On April 6, 1898 the company was designated as a combination company which they ran as until May 15, 1914.

In 1946 they were operating with a 1934 Ahrens-Fox pumper while today they run with a 1969 Mack RF Model pumper.

1896 9219 Fifth Avenue

ENGINE 243 - Organized February 1, 1896 as Engine 43, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898

Renumbered Engine 143 on October 1, 1899

Renumbered Engine 243 on January 1, 1913

On April 6, 1898 the company was designated as a combination company. The unit remained as such until October 18, 1929.

In 1946 the company was operating with a 1922 Alfco engine. Presently the company runs with a 1970 Mack pumper.

1896 8653 18th Avenue

ENGINE 244 - Organized December 9, 1895 as Engine 44, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898

Renumbered Engine 144 on October 1, 1899  
 Renumbered Engine 244 on January 1, 1913  
 The company was designated as a combination company on April 6, 1898 and remained as such until November 5, 1927.  
 In 1946 the company was running with a 1928 Alfco engine.  
 The company was disbanded on July 18, 1968.

1895 2929 West 15th Street

ENGINE 245 - Organized December 9, 1895 as Engine 45, B.F.D. in leased quarters.

Combined into the F.D.N.Y. January 28, 1898

Renumbered Engine 145 on October 1, 1899

Renumbered Engine 245 on January 1, 1913

When the company moved to new quarters in 1904 it was reorganized as a double engine company. This second section remained in service until August 16, 1939.

In 1946 the company was using a 1937 Mack engine. Today the company runs with a 1970 Mack.

1895 West 8th Street nr. Surf Avenue (Leased quarters)

1904 (December 20) 2929 West 8th Street

1968 (July 18) 2510-14 Neptune Avenue (Temporary)

1971 (June 22) 2929 West 8th Street (New house, old site)

ENGINE 246 - Organized December 9, 1895 as Engine 46, B.F.D. in leased quarters.

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

Renumbered Engine 146 on October 1, 1899

Renumbered Engine 246 on January 1, 1913

On April 6, 1898 the company was designated as a combination company. Then when the company moved to new quarters in 1904 they were reorganized as a double engine company still retaining their status as a combination company. On October 18, 1929 the company was discontinued as a combination company with the second section of the engine remaining until August 16, 1939.

In 1946 the company ran with a 1938 Ahrens-Fox pumper and a 1929 FWD hose wagon. Today the company runs with a 1969 Mack rig.

1895 East 23rd Street & Voorhies Avenue

1904 (December 20) East 23rd Street & Voorhies Ave. (New house)

1960 (July 16) 2732 East 11th Street

ENGINE 247 - Organized February 1, 1896 as Engine 47, B.F.D.

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

Renumbered Engine 147 on October 1, 1899

Renumbered Engine 247 on January 1, 1913

On April 6, 1898 the unit was designated as a combination company, a status which lasted until May 15, 1914.

In 1946 the company ran with a 1922 Alfco engine and a 1929 FWD hose wagon. Today they are running with a 1972 Mack engine.

1896 1336-38 60th Street

ENGINE 248 - Organized January 20, 1896 as Engine 48, B.B.D.

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

Renumbered Engine 148 on October 1, 1899

Renumbered Engine 248 on January 1, 1913

On April 6, 1898 began service as a combination company and ran as such until May 15, 1914 the date the combination company was discontinued.

In 1946 the company was running with a 1921 Alfco engine. In 1976 the company operates with a 1970 Mack.

1896 2261 Church Avenue nr. Bedford Avenue

1972 (October 18) 2900 Snyder Avenue

ENGINE 249 - Organized January 20, 1896 as Engine 49, B.F.D.

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

Renumbered Engine 149 on October 1, 1899

Renumbered Engine 249 on January 1, 1913

The original designation of the company was Engine 49 and Hook & Ladder 23 with the ladder being dropped on April 6, 1898.

In 1946 the company ran with a 1937 Mack engine and a 1929 FWD hose wagon. Currently the company runs with a 1970 Mack engine.

1896 491-493 Rogers Avenue

ENGINE 250 - Organized January 20, 1896 as Engine 50, B.F.D.

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

Renumbered Engine 150 on October 1, 1899

Renumbered Engine 250 on January 1, 1913

On April 6, 1898 the company was made into a combination company which was kept as such until May 15, 1914.

In 1946 the company was running with a 1939 Ward pumper. Today the company runs with a 1971 Mack engine.

1896 Lawrence Avenue nr. East 3rd Street

1929 (March 23) 126-130 Foster Avenue

ENGINE 251 (1st of this number) - Organized December 15, 1897 as Engine 51, B.F.D.

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

Renumbered Engine 151 on October 1, 1899

Renumbered Engine 251 on January 1, 1913

The company had been organized as a double company until June 8, 1901 when the second section was dropped. On March 1, 1907 the company was reorganized again as a double engine company. It remained as such until the second section was dropped on May 1 1918.

In 1946 the company was running with a 1939 Ward engine and a 1941 Ward hose wagon.

On November 1, 1946 Engine 251 was disbanded.

1897 Wallabout Avenue, Wallabout Market

1941 (November 23) 166 Clymer Street

1944 (May 24) 26 Hooper Street

ENGINE 252 - Organized April 1, 1897 as Engine 52, B.F.D.

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

Renumbered Engine 152 on October 1, 1899

Renumbered Engine 252 on January 1, 1913

In 1946 the company was using a 1931 Alfco engine. Presently they serve with a 1972 Rapid Water Mack.

1897 617 Central Avenue

ENGINE 253 - Organized February 1, 1896 as Engine 53, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 153 on October 1, 1899  
Renumbered Engine 253 on January 1, 1913  
On April 6, 1898 the unit was designated as a combination company and ran as such until October 18, 1929.

In 1946 the engine company ran with a 1931 Alfco engine and a 1929 FWD hose wagon. Today the company runs with a 1970 Mack.

1896 2429 86th Street

ENGINE 254 - Organized December 9, 1895 as Engine 54, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 154 on October 1, 1899  
Renumbered Engine 254 on January 1, 1913  
In 1946 the company was using a 1936 Mack engine and today they are using a 1970 Mack pumper.

1895 Gravesend Avenue & Avenue V

1924 (December 23) 901 Avenue U

ENGINE 255 - Organized December 15, 1897 as Engine 55, B.F.D.  
Combined into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 155 on October 1, 1899  
Renumbered Engine 255 on January 1, 1913  
On April 6, 1898 the unit was designated as a combination company and ran as such until February 1, 1927 when it was discontinued as a combination company.  
In 1946 the company was using a 1925 Alfco engine while today they use a 1970 Mack pumper.

1897 1367-69 Rogers Avenue

ENGINE 256 - Organized August 19, 1903 as Engine 156 in a former volteer quarters.  
Renumbered Engine 256 on January 1, 1913  
In 1946 the company was using a 1938 Ahrens-Fox rig. In 1974 they were operating with a 1970 Mack engine.  
Engine 256 was disbanded on December 16, 1974.

1903 124 Dekalb Avenue

1912 New house same site

ENGINE 257 - Organized December 15, 1897 as Engine 57, B.F.D. in leased quarters.  
Taken into the F.D.N.Y. on January 28, 1898  
Renumbered Engine 157 on October 1, 1899  
Renumbered Engine 257 on January 1, 1913  
The company was designated a combination company on October 1, 1899. They were discontinued as a combination company on October 18, 1929.  
In 1946 the company was running with a 1923 Alfco and a 1937

Ward hose wagon. Today the company runs with a 1970 Mack and also has a 1968 Mack with a Grumman Robot pumper as part of an experimental program.

1897 Rockaway Avenue nr. Flatlands Avenue  
1910 (February 1) 1361 Rockaway Parkway

ENGINE 269 - Organized October 5, 1908 as Engine 169.

Renumbered Engine 269 on January 1, 1913

In 1946 the company was running with a 1936 Mack engine and a 1936 Walter hose wagon. In 1975 they were running with a 1969 Mack.

On July 2, 1975 0900am the engine company was disbanded and later reestablished on July 16, 1975. They were permanently disbanded on November 22, 1975.

1908 788 Union Street

ENGINE 271 - Organized September 23, 1908 as Engine 171.

Renumbered Engine 271 on January 1, 1913

In 1946 the company was running with a 1939 Ward engine and a 1929 Seagrave hose wagon. Currently the company is using a 1971 Rapid Water Mack.

1908 392 Himrod Street

ENGINE 276 - Organized February 11, 1911 as Engine 176 as a combination company.

Renumbered Engine 276 on January 1, 1913

In 1946 the company was using a 1927 Ahrens-Fox engine and a 1929 Seagrave hose wagon. Today they run with a 1969 Mack.

1911 1635 East 14th Street

ENGINE 277 - Organized March 20, 1913.

In 1946 the company was using a 1938 Ahrens-Fox engine and a 1929 Seagrave hose wagon. Currently the company operates with a 1975 Mack Rapid Water rig.

1913 582 Knickerbocker Avenue

1976 (November) 392-94 Himrod St. Engine 271 (Temporary)

ENGINE 278 - Organized March 20, 1913.

In 1946 the company was running with a 1925 Alfco pumper. Today the company runs with a 1969 Mack.

Engine 278 was disbanded on July 2, 1975 0900am and was later reestablished on July 16, 1975.

1913 5011 7th Avenue

ENGINE 279 - Organized March 20, 1913.

In 1946 the company ran with a 1939 Ahrens-Fox pumper and a 1930 Seagrave hose wagon. Today they operate a 1970 Mack.

1913 252 Lorraine Street

ENGINE 280 - Organized March 20, 1913.

In 1946 the company operated with a 1939 Ward engine and a 1939 Ward hose wagon. In 1976 they are running with a 1972 Rapid Water Mack pumper.

1913 489 St. Johns Place

ENGINE 281 - Organized March 20, 1913.

In 1946 a 1926 Alfco engine and a 1929 Seagrave hose wagon saw service with this company while today a 1970 Mack serves them.

1913 1210-12 Cortelyou Road

ENGINE 282 - Organized March 20, 1913.

In 1946 the company ran with a 1939 Ward engine and a 1929 Seagrave hose wagon. Today the company operates a 1970 Mack rig.

1913 4210-12 12th Avenue

ENGINE 283 - Organized November 27, 1913. On December 25, 1931 the unit was organized as a double engine company. The second section remained active until being discontinued on November 1, 1946. At that time the company was running with a 1937 Mack engine and a 1931 Seagrave engine as the second section. Currently the company uses a 1975 Mack Rapid Water pumper.

1913 214 Bristol Street

1973 (November 19) 855 Howard Avenue

ENGINE 284 - Organized November 27, 1913.

In 1946 the company was running with a 1926 Alfco engine and a 1929 Seagrave hose wagon. Today they are using a 1970 Mack.

1913 1157 79th Street

ENGINE 290 - Organized October 1, 1915.

In 1946 the company saw service with a 1937 Mack. In 1976 they are running with a 1975 Mack Rapid Water rig.

1915 480-82 Sheffield Avenue

ENGINE 309 - Organized September 16, 1927.

In 1946 a 1931 Mack was used by the company. Currently they are using a 1969 Mack engine.

1927 1851-53 East 48th Street

ENGINE 310 - Organized September 16, 1927.

In 1946 the unit ran with a 1931 Seagrave. In 1970 the company saw service with a 1970 Mack pumper for a short while until it was replaced that year with the F.D.N.Y.'s second Mack Squirt. This rig lasted in that assignment until mid-1976 when the unit was damaged

in an accident. For a short time it was replaced with the other Sqrut formerly E 43 and then replaced with its current running rig which is a 1969 Mack pumper.

1927 5105-09 Snyder Avenue

ENGINE 318 - Organized November 1, 1929.

In 1946 the company was running with a 1929 Alfco engine and a 1929 Seagrave hose wagon. In 1976 the company runs with a 1970 Mack pumper.

1929 2510 Neptune Avenue

ENGINE 321 - Organized October 4, 1930.

In 1946 the unit was running with a 1930 Mack engine and a 1929 Seagrave hose wagon. Today the company is served with a 1970 Mack.

1930 2165 Gerrittson Avenue

ENGINE 323 - Organized November 5, 1932.

A 1925 Alfco engine saw service with the company in 1946 while presently they are running with a 1968 Mack pumper.

1932 6405 Avenue N

ENGINE 326 - Organized August 16, 1939 at the quarters of Engine 245. In 1946 the company was running with a 1926 Alfco engine. In October 1952 the company was disbanded.

1939 2929 West 8th Street

ENGINE 327 - Organized August 16, 1939 at the quarters of Engine 246. In 1946 they were using a 1931 Alfco engine. On July 16, 1960 the company was disbanded.

1939 2731 East 23rd Street

ENGINE 330 - Organized April 28, 1965.

In 1972 the company was using a 1958 Mack pumper and currently they are using a 1970 Mack engine.

1965 2312-18 65th Street

ENGINE 332 (2nd of this number) - Organized February 21, 1970 in the former quarters of Engine 225. Started service with a 1969 Mack and currently a 1975 Rapid Water Mack serves the company.

1970 657 Liberty Avenue

TCU ENGINE 531 - Organized November 29, 1969 at the quarters of Engine 225. Company operated daily from 3pm to midnight. The unit was discontinued on February 19, 1972. Operating location: 657 Liberty Avenue Storage location: 103-17 98th Street (Queens Engine 285)

# PAID COMPANIES OF BROOKLYN HOOK & LADDERS

LADDER 101 - Organized September 15, 1869 as H&L 1, B.F.D. in the quarters of Degraw H&L 1.

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

Renumbered Ladder 51 on October 1, 1899

Renumbered Ladder 101 on January 1, 1913

Ladder 1 was the first organized in the Paid Department. Until 1891 the company covered all the South Bklyn. District and responded to more 1st alarm calls than any other truck company. Until H&Ls 9 & 10 were put into service, Ladder 1 was one of the hardest worked companies in the Department. By 1892 Ladder 1 was responding to 46 1st alarm boxes.

In 1946 the company was running with a 75ft. 1929 Alfco H&L. Today they run with a 1969 Alfco H&L 100ft.

1869 4th Avenue nr. 19th Street  
1872 199 Van Brunt & Sebring Streets  
1960 (March 10) 31 Richards Street

LADDER 102 - Organized September 15, 1869 as H&L 2, B.F.D. in the quarters of Empire H&L 3.

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

Renumbered Ladder 52 on October 1, 1899

Renumbered Ladder 102 on January 1, 1913

In 1892 the company was running with a Hayes patent extension ladder truck. In 1912 the company received one of the first Automobile Aerials in the Department built by Webb Motor Fire Apparatus Co. of St. Louis. By 1946 the unit was operating with a 75ft. 1918 Seagrave ladder with 1929 Seagrave tractor.

Currently the company is using a 1972 Seagrave Rear Mount.

1869 894 Bedford Avenue nr. Myrtle Avenue  
1892 New qtrs 2 doors from above house  
1966 (March 9) 850-54 Bedford Avenue

LADDER 103 - Organized September 15, 1869 as H&L 3, B.F.D. in the quarters of Clinton H&L 2.

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

Renumbered Ladder 53 on October 1, 1899

Renumbered Ladder 103 on January 1, 1913

In 1946 the company was using a 1937 Seagrave 85ft. ladder. Today the company runs with a 1974 Seagrave Rear Mount.

1869 256 Gold Street  
1874 (April 29) 183 Concord Street nr. Gold Street  
1932 (September 21) 480 Sheffield Avenue

LADDER 103-2 - Organized August 10, 1968 in the quarters of Ladder 103. The company was disbanded December 13, 1974. At the time of their disbanding the company had been using a 1974 Seagrave Rear Mount. Prior to this they ran with a 1972 Rear Mount.

1968 480 Sheffield Avenue.



LADDER 104 - Organized September 15, 1869 as H&L 4, B.F.D. in the quarters of Zephyr Hose Co. 4.

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

Renumbered Ladder 54 on October 1, 1899

Renumbered Ladder 104 on January 1, 1913

As H&L 4 they had 69 boxes in their first alarm response district and 90 additional boxes on second alarms. The company had a 1st class Hayes truck with an 85ft. extension ladder pulled by 3 horses. In 1946 they were running with a 1931 Alfco 75ft ladder truck. Today the unit responds with a 1974 Seagrave H&L.

1869 114 South 3rd Street nr. Driggs Avenue

1932 (October 29) 163 South Second Street

LADDER 105 - Organized June 15, 1885 as H&L 5, B.F.D.

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

Renumbered Ladder 55 on October 1, 1899

Renumbered Ladder 105 on January 1, 1913

As H&L 5 there were 70 boxes in their first alarm district and 65 additional boxes for 2nd alarm responses.

By 1891 the company was operating with a second class Hayes truck. In 1946 they were running with an 85ft. FWD 1938 ladder. Currently they are running with a 1974 Mack Tower Ladder.

1885 648 Pacific Street nr. Sixth Avenue

LADDER 106 - Organized September 15, 1869 as H&L 6, B.F.D. in the quarters of Valley Forge Engine 11.

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

Renumbered Ladder 56 on October 1, 1899

Renumbered Ladder 106 on January 1, 1913

As H&L 6 the company responded to 48 boxes on the first alarm and 45 more on second alarm.

In 1946 the company ran with a 1938 FWD 85ft. ladder. Today they operate with a 1974 Seagrave H&L.

1869 124 Greenpoint Avenue nr. Manhattan Avenue

1909 Same quarters rebuilt

1972 (September 5) 205 Greenpoint Avenue

LADDER 107 - Organized August 4, 1886 as H&L 7, B.F.D.

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

Renumbered Ladder 57 on October 1, 1899

Renumbered Ladder 107 on January 1, 1913

Company started service with a new Hayes ladder truck pulled by three horses.

There were 36 first alarm boxes in their first alarm response area and 20 second alarm boxes for them to respond to.

In 1891 the company responded to over 100 fires. In 1975 Ladder 107 responded to 4,988 runs of which they worked at 3,662

In 1946 the company was using a 1934 Walter ladder pulled by a 1930 Walter tractor. Currently they are running with a 1974 Mack Tower Ladder.

1886 Jamaica Plank Road nr. New Jersey Avenue

1889 77 New Jersey Avenue nr. Fulton Avenue

LADDER 108 - Organized November 30, 1887 as H&L 8, B.F.D. in quarters vacated by Engine 18.

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

Renumbered Ladder 58 on October 1, 1899

Renumbered Ladder 108 on January 1, 1913

As Ladder 8 the unit responded to 108 boxes on 1st alarm assignment, 88 boxes on second alarms and 56 boxes on third alarms.

In 1890 they received a new 2nd class Hayes truck with extension ladders. In 1946 the company ran with a 75ft 1934 Walter ladder. Currently they are operating with a 1974 Seagrave H&L.

1887 112 Siegel Street nr. Graham Avenue

1971 (August 9) 187 Union Avenue

LADDER 109 - Organized August 1, 1891 as H&L 9, B.F.D. in quarters vacated by Engine 1.

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

Renumbered Ladder 59 on October 1, 1899

Renumbered Ladder 109 on January 1, 1913

When first organized in addition to the ladder being stationed in the house, a hose carriage was also kept for smaller fires in the immediate neighborhood.

In 1946 the company was running with a 1929 75ft Alfco ladder. Today the company uses a 1972 Seagrave Rear Mount.

1891 633 4th Avenue nr. 19th Street

1939 (February 1) 240 Bay Ridge Avenue

1971 (March 22) 6626 3rd Avenue

LADDER 110 - Organized August 1, 1891 as H&L 10, B.F.D.

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

Renumbered Ladder 60 on October 1, 1899

Renumbered Ladder 110 on January 1, 1913

The company started with a second class Hayes truck and 3 horses. Their house on State Street had a gymnasium fitted up in the cellar of the 2 story structure.

In 1946 the company ran with a 1930 75ft. Seagrave H&L. Today they use a 1974 Seagrave H&L.

1891 264 State Street nr. Smith Street

1949 (June 20) 365 Jay Street

1972 (June 12) 172-92 Tillary Street

LADDER 111 - Organized April 26, 1892 as H&L 11, B.F.D.

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

Renumbered Ladder 61 on October 1, 1899

Renumbered Ladder 111 on January 1, 1913

Began service with a modern Hayes extension ladder truck. In 1946 they were using a 1938 85ft. FWD H&L. Today they are using a 1973 Mack Tower Ladder.

1892 399 Halsey Street nr. Summer Avenue

1957 (June 26) 495 Hancock Street

LADDER 112 - Organized November 20, 1893 as H&L 12, B.F.D.

Combined into the F.D.N.Y. on January 28, 1898  
 Renumbered Ladder 62 on October 1, 1899  
 Renumbered Ladder 112 on January 1, 1913  
 Company began service with a new 75ft. Hayes aerial truck. In 1946 they were using a 1941 75ft. Seagrave H&L. Today they run with a 1970 Seagrave Rear Mount.

1893 1171 Madison Street nr. Central Avenue  
 1973 (September 19) 582 Knickerbocker Avenue  
 1976 (November) 32 Ralph Avenue Engine 222 (Temporary)

LADDER 113 - Organized June 8, 1901 as Ladder 63.  
 Renumbered Ladder 113 on January 1, 1913  
 Originally organized as Ladder 23 with Engine 49, B.F.D. on February 1, 1896 at 240 Bay Ridge Avenue.  
 In 1946 Ladder 113 was operating with a 1937 85ft. Seagrave H&L. Today they are responding with a 1972 Seagrave Rear Mount.

1901 493 Rogers Avenue

LADDER 114 - Organized September 15, 1897 as Ladder 18, B.F.D. This designation was changed on January 28, 1898 when it was taken into the F.D.N.Y. as Ladder 14.

Renumbered Ladder 64 on October 1, 1899  
 Renumbered Ladder 114 on January 1, 1913  
 In 1946 the company was using a 1928 Alfco 75ft. H&L. Presently they are using a 1972 Mack Tower Ladder

1897 5209 Fifth Avenue

LADDER 118 - Organized June 8, 1901 as H&L 68. Renumbered Ladder 118 on January 1, 1913.

In 1946 they were running with a 1936 FWD 85ft. H&L. Today they are using a 1974 Seagrave 100ft H&L.

1901 365 Jay Street  
 1929 (October 29) 74-76 Middaugh Street

LADDER 119 - Organized June 8, 1901 as H&L 69. Renumbered Ladder 119 on January 1, 1913.

In its history the ladder company ran with 4 different engine companies at different times.

In 1946 the company had a 1934 75ft. Walter H&L. On April 11, 1969 they received a Mack Tower Ladder. Today they are running with a 1972 Tower Ladder.

1901 Wallabout Avenue, Wallabout Market, Engine 151 (251)  
 1941 (November 23) 160 Carlton Avenue Engine 210  
 1944 166 Clymer Avenue Engines 211 & 251  
 1944 (May 18) 26 Hooper Street Engines 211 & 251

LADDER 120 - Organized April 8, 1905 as Ladder 70. Renumbered Ladder 120 on January 1, 1913.

In 1946 they were using a 1937 Seagrave 85ft. H&L. Today they are using a Mack 1973 Tower Ladder.

1905 107-09 Watkins Street

LADDER 122 - Organized December 31, 1907 as Ladder 72. Renumbered Ladder 122 on January 1, 1913.

In 1946 a 75ft 1927 Seagrave H&L was being used by the company. Today they operate with a 1971 Seagrave Rear Mount.

1907 532 11th Street

LADDER 123 - Organized November 7, 1907 as Ladder 73. Renumbered Ladder 123 on January 1, 1913.

In 1946 they were using a 1937 85ft Seagrave H&L. Today a 1974 Seagrave Rear Mount is used by the company.

1907 423-25 Ralph Avenue

LADDER 124 - Organized September 23, 1908 as Ladder 74. Renumbered Ladder 124 on January 1, 1913.

In 1946 they were using a 1933 75ft. Walter H&L. Today the unit mans a 1972 Mack Tower Ladder.

1908 394 Himrod Street

LADDER 131 - Organized November 27, 1913 in new quarters with Engine 279.

In 1946 they were using a 1931 75ft. Alfco H&L. Currently the company is using a 1973 Mack Tower Ladder.

1913 254 Lorraine Street.

LADDER 132 - Organized November 27, 1913 in new quarters with Engine 280.

In 1946 they were running with a 1936 85ft. FWD ladder truck. Currently the company uses a 1972 Seagrave Rear Mount ladder.

1913 489-91 St. Johns Place

LADDER 146 - Organized July 2, 1915 in new house with Engine 229.

In 1946 the unit saw service with a 1936 85ft FWD truck while today they are running with a 1972 Mack Tower Ladder.

1915 75 Richardson Street

LADDER 147 - Organized May 15, 1914 in new quarters with Engine 281.

In 1946 they were operating with a 75ft. 1927 Seagrave rig. Today they respnd with a 1974 Seagrave H&L, 100ft.

1914 1210 Cortelyou Road

LADDER 148 - Organized May 15, 1914 in new quarters with Engine 282.

In 1946 the company was using a 1936 85ft. FWD ladder while today they are using a 1971 Seagrave Rear Mount.

1914 4210 12th Avenue

LADDER 149 - Organized May 15, 1914 in new quarters with Engine 284.

In 1946 the company was using a 1938 85ft. FWD ladder truck. Presently they are running with a 1973 Mack Tower Ladder.

1914 1157-61 79th Street

LADDER 153 - Organized March 1, 1925 in new house with Engine 254.

In 1946 they were responding with a 75ft. 1941 Seagrave rig. Today they are using a 1973 Mack Tower Ladder.

1925 901 Avenue U

LADDER 156 - Organized February 1, 1927 in quarters of Engine 276.

A 1929 75ft. Alfco was in use with the company in 1946 while today a 1972 Seagrave Rear Mount serves the unit.

1927 1635-37 East 14th Street

LADDER 157 - Organized February 1, 1927 in quarters of Engine 255.

In 1946 they were operating with a 1938 85ft. FWD rig. Today they are using a 1973 75ft. Mack Tower Ladder.

1927 1369 Rogers Avenue

LADDER 159 - Organized January 1, 1947 in house of Engine 309.

In 1972 they were running with a 1953 85ft. Alfco H&L while today they operate a 1972 Mack Tower Ladder.

1947 1851 East 48th Street

LADDER 161 - Organized November 13, 1927 in quarters of Engine 245.

In 1946 they were running with a 1927 Seagrave 75ft. H&L. Today they are responding to alarms with a 1972 Mack Tower Ladder.

1927 2929 West 8th Street

1968 (July 18) 2929 West 15th Street (Temporary)

1971 (August 12) 2929 West 8th Street (New house, old site)

LADDER 166 - Organized November 1, 1929 in new house with Engine 318.

In 1946 they were running with a 1929 75ft. Alfco H&L. From mid-1974 they were using a 1974 Seagrave H&L until July 1976 when the F.D.N.Y.'s only Alfco Rear Mount was assigned to them.

1929 2510 Neptune Avenue.

LADDER 168 - Organized October 18, 1929 in quarters of Engine 243.

In 1946 they were using a 1929 75ft. Alfco H&L. Today they are

Today Ladder 168 operates with a 1970 Seagrave Rear Mount.

1929 8653 18th Avenue

LADDER 169 - Organized October 18, 1929 in house of Engine 246.

In 1946 they were running with a 1929 75ft. Alfco. Today the company see service with a 1972 Seagrave Rear Mount.

1929 2731 East 23rd Street

1960 (July 16) 2732 East 11th Street

LADDER 170 - Organized October 18, 1929 in quarters of Engine 257.

In 1946 the company was using a 1918 65ft. Alfco ladder pulled by a 1927 FWD tractor. Currently they are using a 1974 Mack Tower Ladder.

1929 1361 Rockaway Parkway.

LADDER 172 - Organized April 28, 1965 in new house of Engine 330.  
In 1976 they are using a 1971 Mack Tower Ladder.

1965 2312 65th Street

LADDER 174 - Organized April 22, 1966 in quatters of Engine 310.

In 1972 they were using a 1968 Alfco 100ft. H&L. Presently they are using a 1970 Seagrave Rear Mount.

1966 5105 Snyder Avenue

LADDER 175 - Organized February 21, 1970 in former quarters of Ladder 107.

The company started service with a 1963 Seagrave 100ft. H&L ex Ladder 108. Today they run with a 1974 Seagrave 100ft. H&L.

1970 77 New Jersey Avenue

LADDER 176 - Organized November 24, 1972 being formerly Engine 233-2 which was redesignated Ladder 176.

Currently they are using a 1974 Seagrave Rear Mount.

1972 266 Rockaway Avenue

LADDER 193 - Activated August 26, 1966 with Ladder 15, Manhattan relocating to Brooklyn daily from 7pm to midnight as Ladder 193 in the quarters of Ladder 103. Since been deactivated.

1966 480 Sheffield Avenue

TCU 731 - Organized November 15, 1969 at the quarters of Ladder 102. Unit operated daily from 3pm to midnight.

This TCU company was disbanded on November 24, 1971.

From the date of founding the TCU operated out of 850 Bedford Ave. During its non-service hours the rig was stored at 56-29 68th Street Queens quarters of Engine 288.

TCU 732 - Organized March 21, 1970 at the quarters of Engine 277. Company started service with the F.D.N.Y.'s only Alfco Rear Mount.

This TCU unit like the others only saw service from 3pm to midnight. From its date of founding until September 23, 1971 the rig operated out of 582 Knickerbocker Avenue. Next the company moved to 266 Rockaway Avenue quarters of Engine 232. The rigs storage quarters during non-service hours was 66-44 Myrtle Avenue, Queens quarters of Engine 286.

HOOK & LADDER CO. 20 - Organized January 20, 1896 in the quarters of Engine 50, B.F.D. The ladder company was disbanded in 1898 and the Engine became a combination company running with a steamer, tender and a ladder rig.

1896 Lawrence Avenue nr. East 3rd Street

HOOK & LADDER CO. 22 - Organized January 20, 1896 in the quarters of Engine 48, B.F.D. The ladder company was disbanded in 1898 and the Engine became a combination company running with a steamer, tender and a ladder rig.

1896 2261 Church Avenue & Bedford Avenue

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

RESCUE COMPANY 2 - Organized March 1, 1925. First rig used was the 1921 White ex Rescue 1. This was followed by the 1925 Mack Bulldog Model AC 10. Next the company had a 1931 Mack Bulldog Model AP. This rig lasted until 1954 when it was replaced with an International van. The first F.D.N.Y. Diesel Rescue replaced the International in 1967 with a Mack rig. Recently the 1967 Mack was replaced with a new 1976 Mack rig.

1925 160 Carlton Avenue

1929 (October 22) 365 Jay Street

1946 (April 25) 160 Carlton Avenue

SQUAD 3 - Organized November 16, 1955 in the quarters of Engine 235. The company was disbanded July 2, 1975 then reestablished on July 19, 1975. Squad 3 was permanently disbanded on May 1, 1976.

SQUAD 4 - Organized November 16, 1955 in the quarters of Engine 231 at 107 Watkins Street. Later located 855 Howard Avenue.

The company was disbanded on July 2, 1975, reestablished on July 4, 1975. Company was permanently disbanded on November 22, 1975.

SQUAD 7 - Organized December 19, 1959 in the quarters of Engine 212. Company was disbanded on July 8, 1966.

AIR COMPRESSOR 72 - Organized March 5, 1947 at the quarters of Engine 208. Discontinued ???

AMBULANCE 2 - Organized January 5, 1938. The original ambulance rig was purchased with the proceeds of the "Midnight Alarm Show" given in 1935 at Madison Square Garden.

In more recent times the unit ran with a 1968 Clarke Cortez wagon which was in service until July 1974 when it was replaced by a new Blue Bird/Ford bus rig.

1938 365 Jay Street

1949. (June 20) 489 St. Johns Place

BRUSH PATROL 51 - Organized June 9, 1956 in the quarters of Engine 257. Discontinued ???

FOAM POWDER SUPPLY 81 - Organized May 19, 1947 at the quarters of Engine 257. Unit was relocated to different quarters on September 16, 1958 and again on July 1, 1959. The unit was discontinued on September 12, 1960

GASOLINE OIL UNIT 14 - Organized July 7, 1947 at the quarters of Engine 235. On November 9, 1955 the unit relocated to Engine 248. On January 11, 1957 the unit relocated to Queens Engine 260 as a spare.

SEARCHLIGHT 2 (22) - Organized October 18, 1929 at the quarters of Engine 256. With the disbanding of Engine 256 in 1975, the light truck was relocated to Engine 211.

(Until 1916 one of 3 horse drawn steam searchlights was in service with Ladder 68 (118)).

SUPER PUMPER & SUPER PUMPER TENDER - Organized October 1, 1965 at 26 Hooper Street. On April 12, 1972 the units moved to new quarters at 172 Tillary Street.

On November 1, 1975 the assigned crews of the Super Pumper and Tender were disbanded and the operation of the Super Pumper were taken over by Engine 207 located in the same quarters which responds with the Super Pumper and Tender on all its runs.

SATELLITE 1 - Organized October 1, 1965 and put into service at 26 Hooper Street with the Super Pumper and Tender. On November 9, 1965 the Satellite relocated to the borough of Manhattan.

SATELLITE 3 - Organized October 1, 1965 at the quarters of Engine 242. On July 1, 1975 the assigned crews of Satellite 3 were disbanded and the operations of the Satellite were taken over by Engine 242 which supplied manpower for the unit. Later in 1975 the Satellite was relocated to Engine 330 which now accompanies the unit on all its runs.



THAWING APPARATUS 64 - Organized April 1, 1957 at the quarters of Engine 248. The unit relocated on October 13, 1965 to the quarters of Engine 284. In the early 1970's the rig was again moved this time to the quarters of Engine 247.

WATER TOWER COMPANY NO. 1 - Organized May 27, 1895. On July 8, 1899 the unit was designated Auxiliary Engine 126 at its original location. With its relocation on January 19, 1903 the rig was designated as Water Tower Co. 6.\* The Water Tower Company was disbanded on April 1, 1957 with the rig being kept in reserve storage for a few months but not used and then scrapped.

1895 124 DeKalb Street  
 1903 (January 19, 1903) 365 Jay Street  
 1946 (May 1) 227 Front Street (Engine 208)  
 1947 (February 25) 26 Hooper Street (Engine 211)

\*NOTE Although designated W.T. 6 on January 19, 1903, the unit was an auxiliary rig of Ladder 68 (118) It wasn't until August 16, 1939 that the tower was organized as a separate company.

HIGH LADDER 2 was relocated to Ladder 119 on August 12, 1965 and began service as Ladder 119.

BOAT TENDER - Engine 8 (208) 1890's

BOAT TENDER - Engine 12 (212) 1890's

#### FIREBOATS OF THE BOROUGH OF BROOKLYN

SETH LOW - First Brooklyn fireboat entered service as Engine 23

DAVID A. BOODY - Second Brooklyn Fireboat entered service as Engine 32

ABRAM S. HEWITT - Assigned to the reactivated Engine 232 on December 1, 1922 until December 17, 1931

WILLIAM J. GAYNOR - Replaced the Seth Low and in service until October 21, 1954

NEW YORKER - Assigned to Engine 77 (Marine 7) and in service until December 17, 1931

JOHN PURROY MITCHEL - Assigned to Engine 232 on December 17, 1931 and in service until June 1, 1959

FIREFIGHTER - Reassigned to Engine 223 and in service until ???

SYLVIA H. G. WILKS - Entered service in 1958 as Engine 77 and in service until disbanding of Marine 7 on August 8, 1970

GOVERNOR ALFRED E. SMITH - Entered service as Marine 8 in 1961. In service as Marine 8 until August 8, 1970

MARINE 7 - Organized in Manhattan as Engine 77 relocated to Brooklyn August 1, 1934. Disbanded August 8, 1970.