

FIREMAN DENNIS MCGEE LADDER 15
January 12, 1886 January 20, 1886
BOX 39 CONTIES SLIP & FRONT STREET

While proceeding to the above alarm of fire through Conties Slip between Front Street and South Street Fireman Dennis McGee of Ladder 15 attempted to mount the truck had gained the step and in mounting from the step to the side ladder slipped fell to the pavement. The off hind wheel of truck passing over his left leg, inflecting a severe and deep wound on the inside of the leg above the knee joint. He was removed to the Chambers Street Hospital. He died at 6:59 P.M. from blood poisoning caused by the above injuries.

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Page 78

FIREMAN WILLIAM HOBUNG ENGINE 41
January 25, 1886
BOX 3-242 RAILROAD BRIDGE & CROMWELL CREEK,

Fireman William Hobung of Engine 41 was assigned watch duty at the remains of a fire in the West Shore Ferry House and Passenger Depot at the foot of W. 42nd Street and the North River. While returning to quarters, he fell from the railroad bridge that crosses Cromwell Creek and was drowned. Herman Wolf a citizen who was crossing the bridge at the time saw him fall into the water and procured a pole and tried to rescue him, but failed to do so as Hobung disappeared from view under the ice. Hobung body was recover at 12:15 P.M. on the 19th day of May 1886 at the foot of 151st Street and the Harlem River by Chas Scott and Ward Jukes, two boys who were fishing at the time and they immediately notified Captain Kittson of Engine 41.

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Pages 78 & 79

BATT. CHIEF FRANCIS MAHEDY BATTALION 4
March 12, 1886
BOX 244 171 SUFFOLK STREET

While Engine 17 was proceeding north through Ludlow Street the wagon of Chief Mahedy collided with the engine of that company at Stanton and Ludlow Streets. Chief Mahedy at the time was driving east through Stanton Street proceeding to the same fire as Engine 17. He turned his horses sharply into Ludlow Street but was unable to bring his horse up in time. The front off wheel of his wagon struck the front nigh wheel of the engine. The force of the collision threw the Chief off the seat of his wagon. His body was thrown violently against the engine with his left shoulder striking the boiler and dropping him into the street. His injuries included a compound fracture of the left upper arm, fracture of the outer portion of the collarbone and shoulder and wounds to the chest, just under the armpits. He was immediately taken to a store by the members of Engine 17 and was removed to the Gouverneur Hospital where his left arm was amputated in the hopes of saving his life. He died several hours later.

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Page 79
REV. 1-23-99

FIREMAN FRANCIS J. QUINN ENGINE 29

January 22, 1887 February 1, 1887

BOX 51 84 PARK PLACE

Fireman Francis J. Quinn was operating with the rest of his crew in front of the building. Suddenly he was overcome by smoke and heat and fell over into the cellar where the fire had originated. He was rescued but was suffering the following injuries, internal injuries from inhaling the heat and severe contusions of the head, from the effects of which he died.

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Page 83

FIREMAN JAMES C. O'SHAUNESSY LADDER 1

April 11, 1887 May 11, 1887

BOX 44 203 BROADWAY

While members of Ladder 1 were to work on the rear extension but the flames burst through the skylight driving the men from the roof. Fireman O'Shaunessy was compelled to jump to the extension in the rear of 201 Broadway, a distance of 20 feet. He received a compound fracture of the right leg between the knee and ankle and was removed by ambulance to the Chambers Street Hospital. On April 28, his leg was amputated. He died of congestion of the lungs caused by blood poisoning

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Page 84

ENGINEER WILLIAM WRAY ENGINE 54

May 24, 1887

BOX 642 W. 70TH STREET & BROADWAY

The fire was at 268 W. 82nd Street. Engineer Wray of Engine 54 was proceeding to the quarters of Engine 23 to relieve the Engineer of that company for breakfast. He saw the apparatus of that company responding to an alarm of fire and he was not able to overtake them. He got into passing milk wagon and when at 70th Street and the Boulevard (now Broadway) was overtaken by the apparatus of Ladder 4. He got out of the wagon and attempted to mount the truck from the rear step of the wagon. In doing so either, he missed his footing or hold and fell. The rear wheel of the truck passed over his legs and lower part of his body. He sustained a rupture bladder and a fracture pelvis. He was removed to the W. 99th Street Hospital where he died that afternoon.

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Page 84

FIREMAN JAMES REHILL LADDER 8

June 1, 1887

BOX 212 132-138 KING STREET

Fireman James Rehill was detailed to the above fire maintains a watch line on the second floor. Firemen Dickerson and Gulick of Ladder 5 were doing the same on the 8th floor. The members of Ladder 5 were trying to reach some fire close to the front windows and were overhauling some bales of cotton. One of the bale canted over so that it was partly out of the window and burning on the under side. Fireman Dickerson looked out of the adjoining window and gave the usual warning "Stand from under" twice before throwing the bale out of the window. For some unknown cause Fireman Rehill left his post at the pipe on the second floor and passed out through the street door of 136 King Street when he was struck by said bale of cotton. He was picked up in an unconscious condition and died enroute to the hospital.

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Page 85

FIREMAN MICHAEL J. NOLAN LADDER 13

November 3, 1887 May 3, 1888

BOX 647 85TH ST & 2ND AVENUE

While Ladder 13 was proceeding to the alarm, the apparatus was upset at the corner of 85th Street and 2nd avenue caused by the bad condition of the street. The truck in turning slid and struck against "T" rail and sleepers?, which were exposed 3 or 4 inches above the pavement. Fireman Nolan who was driving received a compound fracture of the right leg between the knee and ankle. He was taken to the hospital.

Source: the "Casualties and Deaths in the Uniformed Force" book, FDNY Page 86

FIREMAN CHARLES MCHUGH ENGINE 212 (ENG. 12, BFD)

August 7, 1889 August 8, 1889

BOX ??? MANHATTAN AVENUE

Fireman Charles McHugh, who was thrown from the tender of Engine Company No. 12 on Wednesday while on the way to a fire at 191 Kent Street, Seventeenth Ward, died that night from the effect of his injuries. McHugh was 35 years old and lived at 82 North Seventh street. He leaves a widow and three children, the eldest being 4 years of age. He had been in the department five years and is spoken highly by his associates. The fire was in a third floor bedroom and an off duty fireman from Engine 215 rescued a 4 year old child from the bedroom.

Source: Brooklyn Eagle Aug. 9, 1889, Page 2 column 2, & Aug. 8, 1889, Page 2 and Column 7

FIREMAN SAMUEL MCMAHON ENGINE 56

August 10, 1889 August 13, 1889
In Front of Quarters

Samuel McMahan, a fireman dies yesterday at the 99th Street Hospital from internal injuries received on the 10. He was a member of Engine Company No. 56 in W. 83rd Street, and was run over by the tender while exercising the horses. He was 27 years old and son of John McMahan, the keeper of the dog pound. He was a first grade fireman and had been on the force since 1883. He leaves a widow and two children.

Source: New York Times Aug. 14, 1889 Page 3, column 5

FIREMAN CHARLES S. MORRIS ENGINE 17

December 30, 1889 January 3, 1890
--- IN QUARTERS

Telephone message from Captain McCabe to Chief Bonner

At 1:25 A. M. Ambulance call 20 Station 192 was for Fireman Charles S. Morris of Engine 17 who fell through the pole hole and injured his skull He was removed to Gouverneur Hospital. He died at 4:00 A.M. on January 3, 1890.

Source: Dispatchers Journal Dec. 9, 1889 to Feb. 2, 1890 Pages 207 & 262

Charles Morris, a fireman belonging to Engine Company No. 17, which is quartered in Ludlow Street, died yesterday in Gouverneur Hospital from a fracture of the skull, received by falling from the sliding pole at the engine house on Christmas night. He got up in his sleep as though to answer an alarm of and in sliding down the pole while still asleep he fell.

Source: New York Times, January 4, 1890, Page 3 column 1

FIREMAN WILLIAM J. CHIN ENGINE 220 (Eng. 20, BFD)

December 28, 1889 January 5, 1890
BOX 3-161 18th STREET & 8th Avenue, W. BRASHER & CO.

Fireman William J. Chin died while on duty at W. Brasher & Co. oil cloth factory on 18th Avenue between 8th and 9th Streets. Chin fell from supply wagon 9 as it was turning the corner of 8th Avenue and 19th Street. The wagon loaded with coal and several men passed over him injuring his chest and back.

Source: Brooklyn Eagle Dec. 28, 1889, Page 6 column 5

ENGINEER JOHN BULGAR BOAT 43

October 27, 1890 October 28, 1890

BOX 35 ????

Telephone Message from Captain Cooney to Dr. Johnson

“Fireman Bulgar of Engine 43 detailed to Engine 29 was thrown from the tender while proceeding to a fire was hurt about the head. Was taken to Chambers Street Hospital. He died at 3:20 P.M. in the hospital.” The fire was at 194 Broadway in a 5-story brownstone, 25 x 100, slight damage to building and contains reported by Chief Purroy.

Source: Dispatchers Journal Oct. 12, 1890 to Dec. 6, 1890 Pages 126 & 130

LIEUTENANT JAMES H. SHUTE ENGINE 27

August 23, 1891

BOX 44-?? 341 BROADWAY

It was at this point that Shute's death occurred. A ladder had been placed against a windowsill on the first story on Leonard Street and up this line, a hose was carried. Shute was in command of the company and his men had got into the room with a pipe while Shute stood near the window directing their movements. Suddenly a back draught caught the assistant foreman at the window, and the stifling smoke poured down upon him in its journey to the outer air. He dropped overpowered and blinded. His men, seeing his danger, rushed to him. They had been further in and had not felt so severely the rushing current of smoke; they carried him down the ladder and he expired few moments after reaching the sidewalk. Shute was 47 years old, and had been a fireman eighteen years. He was married and had a wife and two children living in Sing-Sing.

Source: New York Times. Aug. 24, 1891

FIREMAN HUGH MCGOWEN LADDER 105 (Lad. 5, BFD)

December 4, 1891

BOX ??? 608 17th STREET

During over hauling Fireman McGowan and John Cuniff were working on the roof when they stepped on a weakened area of the roof. Both men fell to the second among the debris. Fireman Cuniff landed with minor scrapes and bruises. Fireman McGowan landed on his head, fracturing his skull and injuring his face and scalp. He was brought out in a semi conscious state and died enroute to the hospital. He was married with three children and was 30 years old. He was appointed to the job only the past March.

Source: Brooklyn Eagle Dec. 5, 1891, Page 6 column 5

FIREMAN FRANCIS REILLY ENGINE 7
August 27, 1892
BOX 22-? FRANKFORT & PEARL STREETS

A fire broke out at 1:30 this morning in the five-story factory of Charles A. Schieren & Co., leather, belting and lace dealers, at Ferry & Cliff Streets. The firemen confined the fire to the fourth floor, and the damage will not exceed \$2,000. When returning from the fire one of the firemen slipped as he was jumping on the truck. A wheel ran over his legs. He was taken to the Chambers Street Hospital.

Fireman Reilly was fatally hurt. There was a second-alarm fire at 1:30 yesterday morning in the leather-belting factory of Charles A. Schieren & C., 47 Ferry Street and 76 Cliff Street and about \$5,000 damage was done. Water Tower 1 was at the fire and when it started to return to its quarters in Chambers Street Francis Reilly, a fireman of the first grade was jolted off and a wheel passed over his thighs, crushing them badly. He died at 6 o'clock in the Chambers Street Hospital. Reilly had been ten years in the service. He was unmarried, but was the support of a sister and an aunt.

Source: New York Times, Aug. 27, 1892, Page 1, Column 3 & Aug. 28, 1892 Page 9, Column 3

FIREMAN THOMAS R. GODFREY LADDER 21
May 23, 1892
BOX ??? 30th Street & 10th Avenue

Thomas Godfrey, 36 years old, of No 433 W. 48th Street, the driver of Hook and Ladder Truck 21, was so seriously injured by being thrown from his seat while going to a fire at 229 10th Avenue yesterday afternoon that he may die. Five men, beside Godfrey, were on the truck. While crossing the tracks of the New York Central and Hudson River Railroad at 30th Street and 10th Avenue the wheels of the truck caught in one of the switches, swinging the apparatus to one side with such force that Godfrey was thrown to the ground. A front wheel of the heavy truck passed directly over his chest as he fell Fireman John J. Kane reached forward and grasping the reins brought the horses to a standstill. Godfrey was taken to the New York Hospital in an ambulance. The truck went on to the fire. Godfrey has been a fireman for seven years and has a wife and two children. Children playing with matches caused the fire. The damage was less than \$30.

Source: New York Herald, May 23, 1892 page 4, column 6

FIREMAN JOHN F. SPAULDING ENGINE 204 (ENG. 4, BFD)
FIREMAN WAYLAND A. ESTES ENGINE 204 (ENG. 4, BFD)
November 12, 1892
BOX 15 140 FURMAN STREET

Firemen John F. Spaulding and Wayland A. Estes of Engine 4 (now 204) were operating at the Harbeck's store warehouse. The fire started sometime Friday night but was not discovered until Saturday morning. The roof had collapsed earlier during the fire to the fifth floor and was thought to be under control. The members of Engine 4 were operating a charged hand line on top of some piles of jute on the fifth floor when without warning the fifth floor collapsed into the fourth floor. Spaulding and Estes along with several other members were buried in the debris. Heavy smoke prevented the rescue of Spaulding and Estes. Both bodies were not recovered until late Sunday afternoon. Spaulding was 29 years old and not married. Estes was 39 years old, married with two children. The fire was placed under controlled at 4:00 A. M. Monday morning.

Source: Brooklyn Eagle, Monday Nov. 14, 1892

CAPTAIN LAWRENCE MURPHY ENGINE 47
OCTOBER 31, 1893
Box 714 IN QUARTERS

Captain Lawrence Murphy of Engine 47 died from the result of a heart attack while responding to box 714. Foreman Murphy had waited to see that everything was readiness before the doors swung open and just before the horses started to dash from the house he raised his foot to place it on the ash pan of the engine. He suddenly staggered back and fell to the floor. Foreman Murphy lay unconscious on the floor Engineer Mullin jumped from the engine and raised the Foreman's head and supported him in his arms, while another fireman went upstairs for a mattress and blankets They loosened Murphy's collar and shirt as he seemed struggling for breath. He was placed on the mattress but lived only a few minutes. The rest of the crew went to the fire at W. 108th Street and Columbus Avenue and put it out. Heart disease was thought to be the cause of death. He left a wife and two children behind. Foreman Murphy had been on the Department for twenty-two years and a foreman for four years.

Source: New York Herald, Nov. 1, 1893, Page 6 column 5, Fire & Water Magazine, Nov. 4, 1893, Page 203 column 3

FIREMAN EDWARD F. DUNN LADDER 12
November 3, 1894
BOX 337 8TH AVENUE & W. 14TH STREET

Fireman Edward Dunn of Hook & Ladder Truck No. 12 fell from the truck in front of 75 8th Avenue at 9:30 o'clock last night and was killed. The truck was on the way to a fire at 301 W. 13th Street. Dunn tried to jump on the sideboard, missed the handles, and fell under the wheels. He was 34 years old, and lived with his father at 3114 E. 66th Street.

Source: New York Times, Nov. 4, 1894 Page 8 column 6

FIREMAN JOHN BANKS ENGINE 36
March 31, 1894
---- IN FRONT OF QUARTERS

Fireman Banks of Engine Co. No. 36 died suddenly of heart disease in front of the engine house at 126th Street and Park Avenue at 6 A. M. yesterday. Banks had been in the Fire Department since 1865. He was one of the organizers of Engine Company No. 1. The Coroner was notified and the body was removed to Banks residence, 10 E. 132nd Street.

Source: New York Herald, Apr. 2, 1894, Page 10 column 3

BATT. CHIEF JOHN J. BRESNAN BATTALION 6
LIEUTENANT JOHN L. ROONEY LADDER 12
December 29, 1894
BOX ??? 124-128 W. 24TH STREET

Bresnan was killed while fire fighting, just before dawn yesterday, in the manufacturing building, 123 W. 23rd & 126 W. 24th Street. A water tank whose supports had been burned away crashed from the roof to the fourth floor burying Bresnan in the wreck, with John L. Rooney, Assistant Foreman of Hook & Ladder Company No. 12, who perished. Several other members of the Fire Department, were injured were more or less. Bresnan and Rooney were alive after they were overwhelmed and pinned down. Their bodies were not extricated for nearly six hours. Bresnan was suffocated soon after he was caught in the wreck, but Rooney was alive for five hours, and his groans frenzied those who heard them and were compelled to be slow in rescue.

Source: New York Times Dec. 31, 1894 Page 1 column 5 & 6

FIREMAN PETER MCKEON ENGINE 5
February 13, 1895
BOX ??? 2ND AVENUE & E. 17TH STREET

At 11:55 a fire alarm was sent out for Nineteenth Street and Second Avenue. The fire was in the Florida Flats, at the northwest corner of the street, and was put out before more than trifling damage was done. The dead fireman was fifty years old and married. He lived at – E. 14th Street. He was at his post behind his engine. They were going up Second Avenue on the uptown track of the 2nd Avenue Ind. Train. Between 17th and 18th Street, the driver pulled to one side, and the left hind wheel of the engine was broken off. The fireman was knocked to the street. The tender was close behind and before McKeon could get out of the way the horse attached to it stepped on the man's abdomen. He was taken to Bellevue Hospital and became unconscious on the way, and when examined by the physicians, his condition was found to be so critical that it was deemed prudent to send for the man's family. They were too late however, for McKeon was dead before the reached the hospital.

Source: New York Times, Feb. 14, 1895

FIREMAN PATRICK CONLIN LADDER 14
June 9, 1895
BOX 736 LEXINGTON AVENUE & E. 115TH STREET

Patrick Conlin, a fireman of Truck 14, at 120 E. 120th Street, while running to board his truck yesterday afternoon; which was responding to an alarm for fire at 165 E. 112th Street, fell under the wheels and received injuries from which he later died. The alarm of fire was rung in at 2:15 o'clock and Truck 14 responded. It went over to Lexington Avenue, and drove down at full speed to 115th Street. Conlin had started back to the truck house, when he saw the truck going by and made a run to jump on the long rail, which extends along the side of the truck. He slipped and fell under the truck. The rear wheels passed over Conlin's body, leaving him mangled and unconscious. Conlin was taken to Harlem Hospital, where he died at 8 o'clock. He had sustained a compound fracture of the thighbone and severe injuries to the abdomen. Conlin was 37 years old and had been twelve years in the department. He had been four years this month with Truck 14 and was popular. He was married, but had no children. The fire at 165 E. 112th Street was in the cellar at that number. It started in a pile of excelsior and was put out with a pail of water

Source: New York Times June 10, 1895

