

FIREMAN EDWARD WALSH LADDER 5

March 29, 1896 April 1, 1896
BOX ??? 374 HUDSON STREET

Fireman Edward Walsh was climbing a ladder to rescue a woman from the window. He had climbed about twelve feet when the ladder sprung in the middle. Walsh fell backward, turning a somersault, and landed partly on his head and on his knees. Both kneecaps were broken and his spine injured. He died in New York Hospital on Wednesday night, April 1. He was one of the most popular, as well as one of the bravest men in the service.

Source: New York Times, Mar. 30, 1896, Page 1 column 1 & 2, & Apr. 3, 1896, Page 7 column 1

BATT. CHIEF WILLIAM SHAW BATTALION 6

May 8, 1896 May 9, 1896
BOX ??? 213 GREENE STREET

The fire was supposed to be in the basement of a straw goods manufacture. The iron basement doors on the elevator were smashed open by the firemen. Two firemen went down the ladder to the sub-basement to investigate. The Chief in a rush missed the second rung of the ladder and fell backward, landing 25 feet below in the sub-basement. He was brought up to the sidewalk, unconscious with a fractured skull. He was taken to St. Vincent's Hospital where he died the next day. He was 55 years old, married and lived at 417 W. 18th Street. He had joined the Department in 1865 and became chief of the 6th Battalion on December 29, 1894. His son was a member of Engine 30 and his brother was the Captain of Ladder 13.

Source: New York Times May 9, 1896, Page 1, column 7 & May 10, 1896, Page 1 column 4

FIREMAN JOHN F. HICKEY ENGINE 213

September 30, 1896
BOX 496 157 GREENE STREET

The Greenpoint Telephone Office at Manhattan Avenue and Greene Street burnt in an early morning fire. The building was 200 feet by 200 feet and four-stories in height. The fire started in the switchboard and spread very rapidly throughout the building and to the building next door. Fifteen families were living on the second and stores occupied third floors, with the first floor. Fireman John F. Hickey, only 22 years-old was working on the roof of an extension of the building at 157 Greene Street when he lost his balance and fell 30 feet. He had a hip wound and severe scalp injury. He was taken to the hospital where he died.

Source: Brooklyn Eagle Sept. 30, 1896

FIREMAN ALFRED BAUMAN ENGINE 239 (ENG. 39, BFD)

October 22, 1896

BOX 44-324 160-170 7TH STREET

Alfred Bauman, a fireman, attached to Engine Company 39, on 4th Avenue near 7th Street lost his life that destroyed a big factory building in South Brooklyn. The fireman of Company No. 39, who were the first to appear on the scene, thought of saving the frame structure in the rear of the factory. Firemen Bixby, Alfred Bauman and John Quigly took a line of hose and made their way into the building. They were playing on the building for some minutes, when a huge flame suddenly, burst out of one of the windows. The three men dropped the hose and darted for one of the windows facing the Gowanus Canal. Bauman, who held the nozzle of hose, was not as quick as his companions fled, the flames overtook him and he fell prostrate to the floor. The other two men jumped to a place of safety, and soon the news was communicated to the members of the companies of the fate that Bauman had met. After a time his body was recovered with some difficulty and was burnt beyond recognition. He was 28 years old, lived with his father and mother on 17th Street near 8th Avenue.

Source: Brooklyn Eagle, Oct. 23, 1896, Page 1 column 1

FIREMAN HUGH FOX LADDER 102 (LAD. 2, BFD)

November 2, 1896 November 23, 1896

BOX 145 193 RYERSON STREET

“Another fireman was killed last night while on duty. Hugh Fox of Truck 2 on Bedford Avenue near Myrtle, slipped from a step and was run over by the heavy vehicle as it left the house about 11:15 last night. The rear wheels passed over his body, crushing in his ribs and causing internal injuries. There was no time for the truck to stop to allow the men to pick up their comrade. Duty is above life with a fireman as it is with a soldier and the grate hook and ladder rattled away to its destination while Fox’s companions could only look back see their comrade lying on the sidewalk.” He died in the hospital at 3:00 in the morning. He was 35 years old and supported his mother. He was appointed to the Department on June 22, 1889.

Source: Brooklyn Eagle Nov. 24, 1896, Front Page

FIREMAN JOHN G. REINHARDT ENGINE 7

May 6, 1897

BOX 22 - ?? 161-163 CHAMBERS STREET

There was a momentary lull in the belching forth of smoke and members of Engine 7 took a line of hose into the cellar. The lull lasted only long enough for them to reach the floor, eight feet below the street level, when a wall of smoke struck them and sent all hands staggering back and groping blindly for the opening by which they had entered. Reinhardt fell unconscious. Two members of Engine 7 lift him by the arms, while other members tried to boost him up to the strong arms that reach out to save him. They got a rope around him, but it slipped and before they could do more for him, he had fallen to the floor. The others were pulled out, unable to speak or breathe, and were carried across the street to be attended by the doctors. The report of Reinhardt's peril brought every fireman within reach around the cellar opening clamoring for a chance to save him. One after another the men were lowered into the cellar by ropes looped around their waists, and one by one, they were drawn out unconscious. Finally, Reinhardt body was brought up after over thirty minutes of trying. He had been more than half an hour without air, and one hoped that more than his dead body had been saved.

Source: New York Times, May 7, 1897 Page 1 column 8

FIREMAN MARTIN J. OAKLEY ENGINE 5

December 21, 1897

BOX ??? 426 E. 14TH STREET

Fireman Martin J. Oakley, Jr., a fireman of Engine Co. No. 5 and a brother of Alderman John T. Oakley was killed at a small fire last night. Three other firemen were badly hurt. The fire was in the cellar of 426 E. 14th Street about 6:20 P. M., by the stableman in the livery stable next door. The fireman began to flood the cellar and send men in to extinguish the flames. It was soon seen that there was nothing but smoke, which was made more stifling by gas. All of the men were suffering almost immediately, and Oakley fainted from asphyxiation soon after he got inside. The men saw him fall, but they search for him nearly a quarter of an hour before they found his body. He was unconscious. Oakley did not regain consciousness and died about an hour later.

New York Times Dec. 22, 1897, Page 1 column 8

ENGINEER JOHN CALLAGHAN OR GALLAGHER ENGINE 253 (ENG, 53, BFD)

December 25, 1897

Box ??? in the SALT MEADOW BETWEEN CONEY ISLAND AND BENSONHURST

John Callaghan, 50 years old of 52 19th Street, a fireman attached to Engine Company No. 53, on 86th Street, Bensonhurst dropped dead from heart disease shortly after 8 o'clock last night, while in attendance at a fire on the Salt Meadows, between Bensonhurst and Coney Island. Callaghan was the engineer of the company and was standing beside the engine in the roadway, when he was seen to fall. He was carried into the house of Aaron Smith and expired in a few minutes. The body was taken to the engine house. Callaghan leaves a widow and six children.

Source: Brooklyn Eagle Dec. 26, 1897, Page 28 col. 2, (Callaghan) & New York Times Dec. 26, 1897, Page 1, column 4 (Gallagher)

FIREMAN JAMES F. CALNAN ENGINE 34

December 25, 1897

BOX ??? 10TH AVE & 39TH STREET

Taking a desperate chance to avoid hurting a woman, a child and a doll, James F. Calnan, driver for Engine 34 of the Fire Department, was killed yesterday morning at 39th Street and 10th Avenue. He had returned from having breakfast with his wife and four children when at 9:30 the alarm for 41st Street and 10th Avenue sounded. He left quarters at a full gallop and went up 10th Avenue a mother and her little girl walked into the path of the engine. With inches to spare, he missed the people and just missed a trolley car and went skidding around each obstacle. The steep slant to the roadway threw the wheels against the curbstone. The big engine toppled over like flash. Calnan was thrown on the pavement, caught under the smokestack, and crushed to death. The fire at 544 10th Avenue was put out with out any water. Fireman Calnan was 33 years old and lived at 74 Barrow Street.

Source: New York Times, Dec. 26, 1897, Page 1 column 4

FIREMAN PIERCE ENGLISH LADDER 22
January 7, 1898
BOX 615 BROADWAY & W. 74TH STREET

Pierce English, acting as substitute driver for Hook and Ladder Company No. 22, was killed yesterday afternoon while trying to avoid a collision with a provision wagon on the Boulevard, near 76th Street. His truck was going to a fire in a five-story tenement at 23 Amsterdam Avenue. It had turned into the Boulevard at 67th Street. Two bicycle policeman were in advance, attempting to clear the way, John Frenger, the driver of the provision wagon, seems to have become excited, and in attempting to get away from the heavy truck, drove immediately in front of it. English yelled at him, but the right front wheel of the truck struck the wagon, and both vehicles were nearly overturned. The three fire horses reared and plunged and finally started forward throwing English to the ground. The truck passed over his body and he lived only long enough for the administration of the last rites by a priest from the Roman Catholic Church at the Boulevard and 71st Street. Valentine Mitshe another fireman, in jumping off to assist English fell on his head and was seriously injured. He was taken to the Hotel St. Andrews. English's body was taken to his home at 124 W. 100th Street. He leaves a wife, but no children. He was 49 years old and had just concluded his twenty-six year in the department. The driver of the provision wagon was arrested, but later admitted to bail in \$1,000 bail by Magistrate Flammer. The fire was of little consequence, the damage being about \$500.

Source: New York Times, Jan. 8, 1898, Page 1 column 4

CAPTAIN EDWIN H. TOBIN ENGINE 23
January 10, 1900 January 24, 1900
BOX 66-22-573 308 W. 59TH STREET

Captain Edward Tobin of Engine Company No. 23, in W. 58th Street, died in Roosevelt Hospital last night at 11 o'clock. Capt. Tobin was one of the many firemen overcome by smoke in the fire at 310 W. 59th Street two weeks ago. With them, he was brought to the hospital. The shock of exposure and his advanced years together brought on pneumonia and it caused his death. Capt. Tobin was 46 years old. He leaves a wife and seven sons.

Source: New York Times January 25, 1900, Page 1 column 2

CAPTAIN JOHN J. GRADY LADDER 2
FIREMAN PETER F. BOWEN ENGINE 21
FIREMAN WILLIAM J. SMITH ENGINE 21

March 24, 1900

BOX 33-495 213-215 E. 44TH STREET

Three fireman were drowned in the water used to put out the fire which burned the factory at 213 – 215 E. 44th Street early yesterday morning. They were caught by a falling floor and thrown into the flooded basement of the building, where it was impossible to rescue them. Four others carried down with them were injured. Headed by Foreman Grady, the firemen dragged a line of hose through the hallway into the rear room on the ground floor. In this room were large quantities of pig lead, used in casting the metal ornaments. A portion of the floor gave way, and precipitated the entire detail into the cellar below. It was filled with ten feet of water and there was a scramble among the men to escape from drowning. The search for the missing men began at once. The three victims were found piled upon each other. While they were almost buried in pig lead, they had met their death by drowning and there was hardly a scratch or bruise on their bodies. Foreman Grady 44 years old lived with his family at 38th Street and 3rd Avenue. Smith, who was 25 years old, and appointed to the department in 1898. He lived with his wife at 154 E. 122nd Street. Bowen was appointed to the force in May of 1895, He lived with his aunt at 427 2nd Avenue and was to have been married on Easter Sunday.

Source: New York Times, Mar. 25, 1900, Page 5 column 1

FIREMAN DANIEL F. MULLEN ENGINE 4

May 3, 1900 May 4, 1900

BOX 19 22 SOUTH STREET

The injured fireman was Daniel Mullin, 35 years old, of Engine Company No. 4. His skull was crushed by a fall from a ladder. In the upper part of the building, Mrs. O'Callahan had cots placed for the accommodation of her lodgers. These were separated by a thin broad partition from a small room in which the Flannery Towing Line had store 100 gallons of oil in five-gallon cans. It was in this portion of the building that the fire started at about 11:30 P. M. The flames broke through the roof in short order, and lighted up the whole harbor. A ladder was raised to the upper story of the building. Fireman Mullin started up the ladder with a line of hose. The full force of the stream was turned on before he could brace himself and he was hurled to the pavement below. He struck on his head. He was removed to the Hudson Street Hospital. Mullin had only recently recovered from injuries he had received at a fire in E. 18th Street a few months ago.

Source: New York Times, May 5, 1900, Page 2 column 7

FIREMAN MICHAEL EMMETT ENGINE 261

July 25, 1900 July 26, 1900
IN FRONT OF QUARTERS

Michael Emmett, a member of the uniformed force of the Fire Department and attached to Engine 161, on Radde Street, this city died in St. John's Hospital yesterday from the effects of injuries received in a peculiar way. Alarms of fire are so few in this city that it is necessary to exercise the horses every day. At St. John's Hospital little if anything is known about the case except that Emmett came there seeking treatment. The police knew absolutely nothing about the case yesterday. If the story told by the members of the Fire Department is true someone is indirectly responsible for the death of Fireman Emmett. According to a story told by firemen, Emmett was riding one horse and leading another. A boy whose identity has so far remained a secret shot a small stone at the horses with a bean shooter. The missile struck the horse Emmett was leading. The firemen say the animal reared and plunged and pulled the fireman from the back of the horse he was riding. He fell into the roadway and one of the horses stepped upon him twice. Emmett was rescued by some other members of the company and was able to walk to the firehouse, a short distance away. The immediate effect of his injuries could not have been severe; for it is stated he boarded a trolley car and went to St. John's Hospital alone to secure treatment. Within twenty-four hours, the serious character of his injuries became apparent to the surgeons. Beside broken ribs, it was found he had other injuries that would defy both medical and surgical skill. The unfortunate man suffered intense agony until death relieved his sufferings. Emmett was 31 years old and resided at 234 Buckley Street.

Source: Brooklyn Eagle, July 27, 1900, Page 5 column 2

CAPTAIN MATHEW FOHEY ENGINE 213

August 24, 1900
BOX 77-597 IN QUARTERS

Engine 113 had just returned from a false alarm of fire on Maujer Street and the Foreman was talking to the man on the night watch. Suddenly Fohey showed signs of illness. He staggered, clasped his hand over his heart and dropped without uttering a word. It could not be said that the excitement of a fire was responsible for the fatal attack, as the alarm to which No. 113 had just responded was given merely on the strength of a lamp's reflection on a windowpane. A woman caused the call to be sent when she saw what she believed to be flames inside of 85 Maujer Street and 113 along with other companies summoned, went immediately home. When the Foreman fell, the fireman to whom he had been talking to ran to the telephone and called a physician. Eight minutes afterward the doctor reached the engine house, but he at once saw that nothing could be done. Fohey apparently had met with an instantaneous death. The dead Foreman is survived by his wife and one child and

lived at 167 42nd Street. Captain Fohey had been transfer to Engine 213 from Engine 228 only three weeks earlier because of his political beliefs.

Source: Brooklyn Eagle Aug. 25, 1900, Page 2 column 5
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PG-28

FIREMAN FRANK FEATHERSTON ENGINE 54

January 28, 1901

BOX 66-75-515 524 W. 47TH STREET

Engine 54 was the first to arrive on the scene, at 424 W. 47th Street, and the men at once attacked the blaze, which was sending suffocating clouds of smoke through the rooms and hallways. Work had been going on for about 15 minutes, when the cry went up that a man had fallen. Chief Binns, who was directing the operations, ran back into the hallway, where Capt. Burns, Mauser, and McNeile staggering up from the cellar met him. Half way down the stairs Binns stepped upon the prostrate body of Smith, who had fallen overcome at his post of duty. Binns already sickening from the smoke and gas, picked Smith up and with difficulty found his way out to the fresh air with him, where he fell from sheer weakness. Thinking that all the firemen were out of the building ordered the men of Engine 2 and Hook & Ladder 21 to take a hose through the hall and into the cellar. When the firemen got into the cellar, they stumbled upon Featherston lying on his face, dead from suffocation.

Source: New York Times, January 29, 1901, Page 16, column 5

FIREMAN MORTIMER A. ROBERTS ENGINE 231

February 6, 1901

BOX 77-821 395 E. NEW YORK AVENUE

Mortimer A. Roberts, a fireman of Engine Company No. 131, died at 5 A. M. today in St. Mary's Hospital of injuries received yesterday by being thrown from the engine while going to a fire. He lived at 395 E. New York Avenue. A wife and five children survive him.

Source: Brooklyn Eagle Feb. 6, 1901, Page 2 column 6

FIREMAN JOHN GEARY LADDER 2

February 21, 1901

BOX 66-539 6TH AVENUE & 55TH STREET

A collision between a hook and ladder truck going west and a south—bound Madison Avenue trolley car at 53rd Street yesterday afternoon resulting in the death of one fireman. Ladder 2 went up Park Avenue to 53rd Street; Captain Perley saw a pedestrian waving to a trolley car to stop and then waved to Ladder 2 that the way was clear. The driver whipped his horses. When the truck got out into the avenue it was seen that the motorman had been unable to stop his car, though brakes were set and the current reversed. The driver managed to get his truck half way across the western track when the car, with terrific force struck it squarely amidships, raising it into the air

and hurling it against the corner of the church whose sharp edge was ground off. Turning on its side it crushed Fireman John Geary's head in its fall, instantly killing him.

Source: New York Times: Feb. 22, 1901, Page 14 column 1

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FIREMAN CHRISTOPHER BOINES ENGINE 241

March 21, 1901

BOX ??? FOOT OF 65TH STREET

Fire destroyed the big frame building which was formerly occupied as a car shed at the foot of 65th Street, this borough late yesterday afternoon and Christopher Boines, a fireman attached to Engine No. 141, received injuries from which he died last night in the Norwegian Hospital. Three other firemen, were also injured and were carried off to the hospital where their wounds were dressed. As soon as the fireman arrived it was seen that the old building was doomed. The firemen were busily engaged in throwing water on the outside when an order was given to a number of men to go inside to fight the flames. The fire, which was then burning fiercely, had reached the rafters and when the firemen had reached the interior, the entire roof was ablaze. Suddenly the rafters fell with a crash and the four firemen were buried beneath the ruins. Work was begun in an effort to rescue the firemen but the men on the outside were forced to throw several streams of water on the mass of timbers so that the rescuers could do their work. In the center of the burning wood, the form of Boines was seen and it required several men to remove the heavy timber from his body. Boines was carried to a place of safety and the other men were also carried out to the street and then placed in an ambulance, which conveyed them to the hospital.

Source: Brooklyn Eagle Mar. 22, 1901, Page 20 column 2

FIREMAN JAMES E. NUGENT LADDER 104

April 13, 1901 April 14, 1901

BOX ??? 156 HEWES STREET

James E. Nugent, a fireman attached to Truck Company No. 54, located in South 3rd Street who was injured at a fire which broke out in the dwelling of John W. Sullivan at 156 Hewes Street late on Saturday night died a few hours later after his removal to the Eastern District Hospital. The dead man was always of a daring disposition and his entire ambition was to become attached to the Fire Department. His wish in this respect was gratified when he was appointed on probation and at the first of the present month was attached regularly to the truck company. When the truck company reached the burning dwelling Lieutenant McKenna called for axes and followed by Nugent and other firemen entered the house. They halted at the floor above the parlor and were followed by members of Engine Company No. 121 with a line of hose. Without waiting to be ordered Nugent rushed past McKenna and made his way to the floor above. While he was engaged in, chopping away some of the woodwork a stream from the hose was turned upon the blaze and in a moment the room was filled with steam and suffocating smoke. Nugent was overcome and was found later by

McKenna. He was carried in an insensible condition to the street, where a neighboring physician, who considered Nugent's injuries of trifling character, attended him. He was taken to the hospital where he died four hours later.

Source: Brooklyn Eagle, April 15, 1901, Page 2 column 2

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PG-30

FIREMAN WILLIAM RYAN LADDER 7

November 4, 1901

BOX 387 1ST AVENUE & 23RD STREET

Fireman William Ryan, 58 years old of 331 E. 10th Street, attached to Hook & Ladder Company No. 7 was killed yesterday afternoon. Ryan with his company had responded to a slight fire at 400 E. 23rd Street and driving the horses in place of the regular driver. When the truck halted in front of 403 E. 23rd Street. Ryan attempted to descend to the pavement. His foot slipped from the top of the wheel and he fell. His head struck the stones of the pavement, and he never regained consciousness. When an ambulance arrived from Bellevue Hospital a few minutes later, Ryan was dead.

Source: New York Times, Nov. 5, 1904, Page 14 column 2

FIREMAN THOMAS J. COONEY BOAT 223

March 19, 1902

BOX ??? EAST RIVER

Fireman Thomas Cooney of Engine 223, of the Fireboat "Seth Low" was fighting a boat fire that broken away from the pier fire in Hoboken, N. J. The ship "British Queen", was loading for Holland at the docks in Hoboken. It is not known how the fire got started, but it spread to several other ships, oil barges and smaller vessels. Some of these ships, a burning mass, broke free and were floating south with the tide in the North River scorching piers along Manhattan's waterfront. One ship landed on Governors Island and Engine 223 responded to this fire. The Company was operating on a dock that was not finished yet and the men were handing a line of hose on the skeleton frame. Cooney slipped on the iced cover girders into the water and was not notice missing for several minutes. The strong tides carried him away and he drowned.

Source: Brooklyn Daily Eagle, Mar. 19, 1902 Page 1 & 2 column 1

FIREMAN PATRICK J. QUAIL LADDER 18
October 11, 1902
BOX ??? DELANCEY STREET & ATTORNEY STREET

While running to an alarm for a blazing window curtain yesterday morning Hook & Ladder Truck 18 ran upon the curb before the Delancey Street at Attorney Street, and Patrick Quail, the tillerman, was thrown from which he died in Bellevue eight hours later. He was 28 years old and lived with his sister at 203 Henry Street. Quail was an experience steersman and was in his usual place at the time of the accident. The truck was then turning the corner after leaving its house in Attorney Street, but a short distance away. It was not going very fast for the greater part of the street at that point has been torn up by the East River Bridge contractors and unfortunate fireman was doing his best to pilot it safely across the narrow strip of pavement. The curb upon which the rear wheel struck is very high. Quail came down on his head. Battalion Chief Guerin, who was following close behind in his buggy and several policemen picked him up and carried him into the station house, as another man quietly slipped into his place and the truck started on to the fire. The doctors found that Quail's skull had been shattered.

Source: New York Times, Oct. 12, 1902, Page 10 column 5

FIREMAN JAMES DAWE ENGINE 239
November 29, 1902
BOX 33-??? 724 CARROLL STREET

The fireman who may lose his life as a result of the fire is James Dawe, who is attached to Engine Company 139 and lives with his wife and child at 315A 15th Street. He was at work on a fourth floor story fire escape on the side of the building trying to get in a window when he missed his footing and fell headfirst. The force of his fall was stayed somewhat by his body striking Assistant Foreman William Schiebel of Engine Company 124, who was at work on the fire escape directly below him. The blow was a glancing one and while it nearly caused the Assistant Foreman to lose his hold and go headlong to the court yard below, did not prevent the fireman from striking the ground with great force. Dawe fell about forty feet. James Dawe died from his hurts at the Seney Hospital soon afterward The fire was at 724 Carroll Street and did \$8,000 in damage.

Source: Brooklyn Eagle Nov. 29, 1902, Page 1 column 7

BATTALION CHIEF THOMAS A. COPPINGER BATTALION 33
LIEUTENANT WILLIAM F. JEFFERY ENGINE 226
FIREMAN MICHAEL J. O'TOOLE LADDER 105

December 26, 1902

BOX 77-55-36 ARBUCKLE SUGAR CO., 204-214 PLYMOUTH STREET

The first alarm came from Box 36 at Bridge and Plymouth Streets at 12:31 A.M. in the morning. The fourth alarm was sounded at 12:37 followed by a general alarm at 12:39 and a special call for five more engines at 1:08 and another special call for three more engines at 1:19. First arriving companies found fire through the five-story building. The fire had spread to a cork factory next door. Water Tower 6 was placed in front of the building under the direction of Chief Thomas Coppinger, Chief of then the 23 District. Chief Coppinger, age 42, was assigned to the tower earlier in his career. Only operating for less than thirty minutes the front wall bulged out with out warring. The wall wiped out the water tower and the men standing on it. Chief Coppinger was still breathing when put out from the rubble only to die on the way to the hospital. Lieutenant William Jeffrey, age 54 of Engine 226 and Fireman Michael J. O'Toole, age 24 of Ladder 105 were killed instantly in the collapse. The fire was under controlled by 3:00 A. M. Chief Coppinger had been a fireman since March 7, 1888 and left a wife and six children behind. Lieutenant Jeffrey was appointed on March 15, 1888 and Fireman O'Toole had been appointed only last June 19th.

Source: The Brooklyn Eagle, December 26, 1902, Front page

FIREMAN JAMES G. CORBETT LADDER 9

January 19, 1903

BOX 44-268 394-396 BOWERY

Fireman James G. Corbett of Ladder 9 was kill by two bales of excelsior landed on top of him. The fire in the Boston Excelsior Company had been burning for several hours before it was discovered. The iron door to the building had to be batter for an entrance and required the united efforts of a score of fireman, over three hours before it was complete. Once opened, the firemen way was blocked by three double trucks, each loaded with excelsior. Chief Purroy says that the wagon would have been out of the building in less than a minute, when suddenly a piece of machinery of some kind on the third floor fell through, struck the second floor with a terrific impact, knocking a hole into it large enough to allow two water-soak bales of excelsior to fall through the ground floor. One bale struck Corbert across the legs and another on the chest. He

was driven with great force against the front wheels of the truck, where was pinned in between the wagon and the bail of excelsior which was as heavy as lead.

Source: New York Times Jan. 19, 1903, Page 14 column 1-2

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PG-33

CAPTAIN JOHN T. ANDARIESE ENGINE 1

February 26, 1903

BOX 66-44-341 837-847 BROADWAY

Captain John T. Andariese of Engine 1 fell from the sixth to the fourth floor through a hole in the corridor flooring made by the fall of ceiling material from the floor above. The accident in which Captain Andariese was fatally hurt came after everything else was over and he, with his men were picking up preparatory to going home about 8 o'clock in the morning. In the corridor on the sixth floor, there was a hole by the stairway, made by a falling ceiling sometime before. Captain Andariese knew of the dangerous place, so his men said, but in some way managed to walk into it, falling down two stories. He was picked up with a fracture skull and both legs broken and died in St. Vincent's Hospital. He leaves a wife and two children.

Source: New York Times, Feb. 27, 1903, Page 16 column 1

FIREMAN WILLIAM McNALLY LADDER 3

May 3, 1903 May 5, 1903

BOX 22-364 257 1ST AVENUE

Ladder 3 responded to a fire at 257 1st Avenue and found flames throughout the four-story building. The fire had started in the basement and spread through the dumb waiter. Engine 16 had rescued a couple of men who were trapped on the third floor without much difficulty. The firemen went to work thing everybody was out of the building. Soon the crowd spotted a man on the top floor front window. Fireman William McNally of Ladder 3 the first to see him called to other members of Ladder 3 to get a ladder. As the ladder was being raised, McNally was already climbing the ladder. Just as he got to the top of the ladder he saw the man disappear back into the room and flames exploded out of the top of window. McNally tucked his head down and dove through the window below the flames. In a moment McNally returned to the window with the man and was about to climb back on the ladder when another blast of flame erupted from the window. McNally fell back into the room. Fireman McEvoy of Ladder 3 had climbed up the ladder behind McNally and when he reached the top, he went in for McNally. He returned seconds latter with his friend and carried him down the ladder. McNally was unconscious when brought down, severely burnt and taken to Bellevue Hospital. He regained consciousness in the hospital and suffered terribly before dying on May 5. McNally was 23 years old and lived at 425 E. 69th Street and

was no married. His last words were "Good-bye all, Good-bye Mother" who was at his bedside when he died.

Source: New York Times May 4, 1903, Page 1 column 3 and May 6, 1903, Page 9 column 3

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PG-34

**BATT. CHIEF MARTIN M. COLEMAN BATTALION 6
FIREMAN RICHARD J. JOYCE ENGINE 55**

December 21, 1903

BOX 55-189 180-190 MOTT STREET

A little before 6 o'clock last night an automatic fire alarm sounded for 180 Mott Street. When a fire company arrived they found no sign of fire and returned. At 7:45 the night watchman discovered a fire on the third floor and threw two pails of water on it before sounding the alarm. Just before this, an explosion was heard from within the basement. The arriving companies found the building fully involved in flames. The flames had broken through the roof and were seen for several miles around. The incoming companies were hamper by the narrow street, large crowds and of all things 100 horses that were let loose from the build across the street for fear of that building catching fire. Chief Martin M. Coleman of the 6th Battalion and Fireman Richard J. Joyce were killed. Chief Coleman took ten men into a driveway that went to the rear of the fire building. Lt. Stickel reported the following. "We took a line of pipe through the entrance and after going back about forty feet, turned into "L" passage, where we saw a sheet of flame issues from a doorway leading into a doorway next door at 184. We made for that doorway and started to work. The fire was burning on the floors over head. We where in a big open space where there was a freight platform for loading trucks. Battalion Chief Coleman had just passed to go toward the rear. Coleman had walked a few feet, when I turned to see where he was going. At that moment, the ceiling began to fall. All of a sudden, there was a crash and I was hit by one of the floor beams which came tumbling down with the burning ceiling. It stuck me on the back and hurried me forward on my face. I had about made up my mine that I was gone for good when some of the firemen threw the beam off me and jerked me to my feet. Then they dragged me through the driveway through which we had entered the building. We got together on the street and looked from one to another to see if we were all there, Coleman and Joyce were missing and one of the men had Coleman's helmet. They may have run away – I hope they are still running." The two could not be found and the search was delayed until after midnight.

Source: New York Times, Dec. 22, 1903, Page 1 column 3-4

LIEUTENANT GEORGE GIBSON LADDER 118

January 22, 1904

BOX 77-44-29 123-127 PLYMOUTH STREET

E. W. Bliss Company manufactured torpedoes and projectiles for the United States Government. The complex occupied the entire block and provided jobs for 1500 people. The fire broke out on the sixth floor of the factory. Ladder 118 was the first company on the scene. Lieutenant Gibson was leading his men up a scaling ladder with a line of hose to the sixth floor. When he reached the sixth floor, when either by swaying or overcome by smoke he fell. Half way down he struck one of the prong hooks of the ladder, on which he hung impaled for a moment and then dropped to the street. The hook split open his left side and pierced his lung.

Source: Brooklyn Eagle Jan. 23, 1904 Page 1 column 5
REV. 1-23-99

PG-35

FIREMAN ARTHUR J. RANK ENGINE 238
FIREMAN CHRISTOPHER DRESSEL ENGINE 238

January 31, 1904
BOX 77-44-493 2-50 NOBLES STREET

FIREMAN PETER J. GAFFENEY ENGINE 238

January 31, 1904 February 1, 1904
BOX 77-44-493 2-50 NOBLE STREET

Three members of Engine 238 were killed at fire in the American Manufacturing Company plant at the foot of Noble Street. The factory was filled with jute, the product of hemp. The fire was small but the fumes and smoke were extremely heavy. Engine 238 was the first to arrive at the building and the whole company was overcome by the smoke and fumes. Fireman Arthur J. Rank, Christopher Dressel and Peter J. Gaffaney, along with nine other men were overcome when the gasses were blown back over the firemen. Thirty men were fighting the fire from inside of the building. Both Rank and Dressel were removed dead from the building while Gaffaney was taken to a hospital where he died several hours later. Fireman Rank was 24 years old and lived at 207 Nassau Street. Fireman Dressel was 32 years old and lived at 284 Graham Avenue. Fireman Gaffaney was only 22 years old and lived at 108 Java Street. Both Rank and Gaffaney were appointed together back in October.

Source: Brooklyn Eagle Feb. 1, 1904, Page 22 column 1 and Brooklyn Times, Feb. 1, 1904

ENGINEER MARK A. KELLY ENGINE 16

February 7, 1904 February 25, 1904
--- BALTIMORE, MARYLAND

Engineer Mark Kelly of Engine 16 responded with his company to the "Great Fire of Baltimore" on February 7, 1904. Engines 5, 7, 12, 16, 26, 27, 31, 33 and Truck 5 responded to the steamship "The CITY OF BALTIMORE" that was reported to be on fire. Upon arriving, they found the ship not on fire at all. The city of Baltimore in Maryland was afire and need help. A fire had started in the downtown area of Baltimore the day before and burning out of control for over 24 hours. The New York apparatus was loaded on flat cars in Jersey City and ran express to Baltimore. The members of the companies never figure that they would be going to Baltimore and not prepared for the long trip. Most had no money or heavy winter clothing. They boarded a

second train and followed the apparatus. Traveling along with them was Dr. Harry Archer, medical officer, buff and friend to the FDNY. Once in Baltimore the FDNY companies were put in the most dangerous position of the fire and stopped the spread. After working for 224 hours the men returned tired and wet. Once back at quarters, Engineer Kelly became ill and need help to return home he had contracted pneumonia and died on February 25.

Source: New York Times Feb. 26, 1904, Page 1 column 2

REV. 2-2-99

PG-36

FIREMAN JOHN J. CREAN ENGINE 19
FIREMAN THOMAS F. MADIGAN ENGINE 19
FIREMAN HUGH F. ARRAGONI ENGINE 19

April 27, 1904

BOX 66-44-432 654 W. 30TH STREET

Firemen John J. Crean, Thomas F. Madigan and Hugh F. Arragoni were all killed when a wall of the Stanley Shop Works fell on them. They were manning a hose line when the wall gave way. Around 4 P. M. Chief Croker was walking around the fire scene, which would involve the entire block, the soap works, a lumberyard, and a coal yard before being brought under control. The Chief came around the corner to see the wall leaning outward and he gave a warning to the three men. They did not hear it or did not want to be caught lacking courage, ignore his warning and continued to work. At 5 P.M. the wall fell, landing on them. As Arragoni was being lifted out of the debris, he said the two other members of Engine 19 were still buried. The other two were dug out and were dead. They were killed instantly. Arragoni died shortly after being rescued. Fireman Crean had 15 days to go before getting of probation; he lived at 275 9th Avenue. Fireman Arragoni was married and lived at 116 Charlton Street, while Fireman Madigan lived at 692 1st Avenue.

Source: New York Times April 28, 1904, Page 16 column 4

FIREMAN JAMES W. GERDES ENGINE 3

June 1, 1904

--- IN FRONT OF QUARTERS

The death of Joseph W. Gerdes, a fireman of the fourth grade, attached to Engine No. 3, 417 W. 17th Street which occurred in the New York Hospital Wednesday afternoon was made a matter of investigation by Fire Commissioner Hayes. Wednesday morning Lieutenant Carlock, commanding the company in the absence of the Captain, ordered a test of the fire hose during which Gerdes was injured. Commissioner Hayes received Lt. Carlock's report of the accident. In it, Lt. Carlock says that Gerdes was engaged with Firemen Dougherty and Lenahan testing some new hose in front of the engine house. Dougherty and Lenahan were at the nozzle. The pressure was turned on gradually until 180 pounds had been reached, when the hose burst, and the nozzle was wrenched from Dougherty and Linahan. The nozzle, in

flying backward struck Gerdes, knocking him against the front wheel of the fire engine. Four front teeth were knocked out, his upper lip badly cut, and he was rendered unconscious. At the New York Hospital death resulted from cerebral hemorrhage.

Source: New York Times June 3, 1904, Page 14 column 6

REV. 2-2-99

PG-37

FIREMAN PETER S. CLARK ENGINE 229
September 10, 1904 September 11, 1904
BOX 463 FROST STREET & GRAHAM AVENUE

Driver Peter Clark, who was in charge of Engine No. 129 when it was responding to an alarm of fire at 14 Herbert Street, Saturday night, and who was thrown from his seat in turning the corner at Graham Avenue and Frost Street, died yesterday, in the Eastern District Hospital, from injuries he received at the time. Clark was a married man and lived with his wife at 105 Jackson Street. He was appointed to the department twelve years ago, had made an excellent record, and was a general favorite in the fire department, being regarded as one of the best drivers in the service. The fatal accident was not due to any carelessness on the part of the brave driver. He intentionally pulled his team, which was going at a high rate of speed at the time in order to save the life of a child about six years old, who ran into the street to watch the engine go past. Clark was strapped to the seat of the heavy engine. He saw the child, too late to slow up, and without a moment's hesitation he pulled the horses wide and sent them over the sidewalk, where his engine struck the curb and then fell over with the driver under it. Clark was unconscious when picked up. His skull was found fractured, and he received bodily injuries. He was a brother-in-law of Police Sergeant Coleman, of the Herbert Street Station. The funeral will take place from his late residence tomorrow morning.

Source: Brooklyn Eagle, Sept. 12, 1904, Page 22 column 7

FIREMAN PATRICK LENNON ENGINE 260
November 26, 1904 December 1, 1904
BOX 99-44 QUEENS COUNTY COURT HOUSE, JACKSON AVENUE

Fireman Patrick Lennon was burned while working on the roof of the Queens County Court House. The fire started around noon on the third floor kitchen. The fire was spread up through the mansard roof by a strong north wind. Workings on the roof at the time of the fire were twenty-one workers. They entered up through a skylight and became trapped by the flames exiting out of the skylight. An aerial ladder was raised and all twenty-one workers came down with out any injuries. Fireman Lennon, who was detailed to Engine 258, was ordered up to the roof with other members. Lennon

was the first up the ladder and when he stepped onto the roof flames enveloped him. Other firemen removed him from the roof and he was removed to a hospital. He had inhaled flames and was badly burnt. While in the hospital his condition started to improve but took a turn for the worse and died on December 1. He was married and the father of three children.

Source: Brooklyn Times Nov. 26, 1904, Page1 column 1,2 & Dec. 2, 1904, Page 22 column 3

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CAPTAIN JAMES L. HAVILAND ENGINE 257

January 15, 1905

---IN QUARTERS

Forman James Haviland, 64 years old, of Engine Company No. 157, Carnarsie, died last night from injuries received in the firehouse. Saturday was the foreman's day off, and he returned to the engine house yesterday morning while the company was at the Brownsville fire. They were cleaning their apparatus after their return when they were startled by the sound of a body falling through the well, down which they come on an alarm. It was their foreman, and he was unconscious. His skull was fractured and he had a broken leg. He died without regaining consciousness. Foreman Haviland could have retired on a pension years ago and he had said he would do so when his daughter graduated from the Training School. He lived at 139 Cornelia Street.

Source: Brooklyn Eagle Jan. 16, 1905, Page 5 column 6

LIEUTENANT GEORGE F. MCGEARY LADDER 108

March 1, 1905 March 2, 1905

BOX 33-231 GARDINER & MASPETH AVENUE

The Valvoline Oil Company, located at Maspeth and Gardner Avenues at Newtown Creek, caught fire. Ladder 108 under the command of Lieutenant George McGeary arrived and went to work. During the blaze Ladder 108's truck was in danger of being burnt and Lieutenant McGeary was order to move it. He walked between it and one of the burning tanks. The tank containing 10,000 gallons on benzine exploded with such force that Lieutenant McGeary was shot out of the oil yard, across Maspeth Avenue and onto a frozen lake. Other members supprised, by seeing Lieutenant McGeary flying through the air went to his rescue. He was moaning and had been hit by a fragment of the manhole cover from the tank. He had been on the Department for nineteen years and was married.

Source: Brooklyn Eagle March 2, 1905, Page 1 column 7 and Page 2 column 8

FIREMAN WILLIAM BROWN ENGINE 76

MAR. 18, 1905 Mar 25, 1905
BOX 695 W. 109th STREET & AMSTERDAM AVENUE

Fireman William Brown of Engine 76 was one of the first to rush into the blazing antique room. While working under the roof where a defective wire is believed to have started the blaze, Brown fell through to the next floor with the ceiling, which gave way under his feet. He was pulled out, burned and bruised and suffering from a fracture of the right leg. He died as a result of his injuries. The fire was located in the National Academy of design and the two-story building was destroyed along with scores of paintings, busts and unfinished sketches.

Source: New York Times March 19, 1905, Page 14, column 1 & March 26, 1905, Page 6 column 3

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FIREMAN SAMUEL LILLY ENGINE 38

Mar 30, 1905
BOX 874 W. 167TH ST. & BROADWAY

Fireman Samuel Lilly of Engine 38 lost his life while washing down the remains of a fire from the day before in the subway tunnel at 167th Street. The men were lower into the tunnel and had just started applying cold water to the embers about the ceiling and the walls of the tunnel, when the mass of bricks and cement began to fall in great quantities. Lilly was struck in the abdomen, crushing the life out of him. As other member tried to rescue their fallen comrades, the roof continued fall. All of the injured men were removed except for Lilly. The Interborough Section Boss in charge of the tunnel, got a rescue crew together and after an half hour of hard work found the lifeless body of Lilly under the rubble. Lilly left three children. The oldest being 16 years old and the youngest is 8 years old.

Source: Brooklyn Eagle March 30, 1905, Page 1 column 6

CAPTAIN WILLIAM J. WEILAND LADDER 9

Apr 25, 1905
BOX 55-171 315/321 GRAND ST.

Captain William J. Weiland of Ladder 9 was an Acting Battalion Chief of the 4th Battalion. Captain Weiland was climbing a ladder to the second floor when the ladder slipped throwing him and his driver to the ground. The Captain fell on a chiffonier, which had been moved out on the sidewalk from the furniture store on the first floor of the burning building. He was suffering from three broken ribs and internal injuries and died at midnight.

Source: New York Times April 26, 1905, Page 1 column 1 & 2

FIREMAN JOHN CARBUSH ENGINE 202

June 7, 1905 June 8, 1905
BOX 77-33-258 CONOVER STREET & REED STREET

Fireman John Carbush was killed while fighting a fire at the Bush docks located at the foot of Conover Street. Carbush and several other firemen were working on the roof of the fire building. The roof gave way tossing all into the burning cotton. Firemen Carbush and Thomas Ryan were the most seriously injured of the group. Carbush was suffering from a broken back, while Ryan suffered a fractured of the right thigh, a sprained ankle and contusions. Fireman Carbush was a fireman for eight years with a perfect record and left behind a wife and two children. He was 33 years old.

Source: The Brooklyn Eagle June 8, 1905, Page 5 column 4 & June 9, 1905, Page 1 column 5

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PG-40

FIREMAN WILLIAM J. DAYTON LADDER 3

Aug 13, 1905
BOX 270 1ST AVE. & 7TH AVENUE

While Hook and Ladder Truck No. 3 responding to a false alarm of fire was crossing 3rd Avenue at 13th Street at 10 o'clock last night a 3rd Avenue car, northbound, which was hauling a dead car crashed into it. Every fireman on the truck was thrown from his place and William Dayton was jammed against an elevated pillar. It was some little time before he could be released. He died six minutes after he had carried into an adjacent drug store. Frank Hand, who turned in the false alarm, which cost Dayton his life, was pointed by another man and placed under arrest. He could not explain to the police why he had pulled the box, and he learned that his deed had cost a life he burst into tears.

Source: New York Times, Aug. 14, 1905, Page 1 column 3

LIEUTENANT DANIEL J. SHEEHAN ENGINE 67

November 5, 1905
BOX 22-788 284 ST. NICHOLAS AVENUE

Lieutenant Daniel Sheehan was killed while fighting a fire at 284 St. Nicholas Avenue. Lieutenant Sheehan had relieved the officer of Engine 37 for breakfast on November 5, 1905. Five minutes before being relieved by the officer of Engine 37, Box 778 was transmitted. The company responded and started laying hose lines and attacking the fire. A boiler on the fifth floor of this fire story building exploded blowing out 30 feet of brick wall. Lieutenant Sheehan and four of his men were entering the cellar through the airshaft when the wall came down on them. It took over ten minutes to dig the men out. Lieutenant Sheehan was killed instantly while the other four men received various injures.

Source: N. Y. Herald, Nov. 6, 1905, Front Page & Engine 67 Journal Book

