

ENGINE 249 AND LADDER 113

FLATBUSH AND THE CAMP

Engine 249 and Ladder 113 were placed in service on January 20, 1896. Then it was not part of the FDNY and the fire trucks were not painted white over red or diesel powered. One hundred years ago both, rigs were pulled buy a team of horses and were painted a 2 tone green. Engine 249 and Ladder 113 were called Engine 49 and Ladder 23 back then and were part of the City of Brooklyn, the fourth largest city in the country.

One hundred years ago a new tradition was started, a paid fire department, replacing the volunteer system in the town of Flatbush that had been in existence since 1821. One of the six towns making up the City of Brooklyn, Flatbush was first settled in 1652. This rural village would remain a sleepy town until the mid 1880's, at which time the railroad lines were extended through the town. Flatbush became the suburbs for the fourth largest City in America, Brooklyn.

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

The Brooklyn department had to hire members from the Flatbush Department to man the new companies. Over three hundred members belong to the Flatbush Department, but only forty-four could be picked. Of the forty-four picked, thirty-two were Republicans. The reason thirty-two Republicans were picked is that is all that was on the department. Flatbush was a Democratic strong hold, while the City of Brooklyn was Republican.

The first members of the company were; Foreman (Captain) John Fitzgerald, Assistant Foreman (Lieutenant) John J. Hughes from the Brooklyn Fire Department. The firemen picked from the Flatbush Volunteers were; Charles E. Bennett, Philip Diele , Walter Ackerman, Henry F. McKinney, Matthew Miller, John McKinney, John Carey, Charles A. Kleinfelder, John J. Walsh and Thomas J. Murphy. Engine 49 and Ladder 23 were organized on the same day along with Engine 40 and Ladder 21 in Windsor Terrace, Engine 48 and Ladder 22 in Flatbush, and Engine 50 and Ladder 20 in Parkville. A lot was purchased from John, Jr., Robert and James Lefferts on Rogers Avenue, between Midwood and Maple Streets, for \$1,700.00 on April 1, 1895. The lot measured 105 feet deep by 40 feet wide.

The two bay, two story house was built by J. T. Lauretzen for a cost of \$15,700.00. The front of the building, which measures 32 feet across, has a Romanesque style, using Indiana limestone and red pressed brick. On the right side is a circular tower supported on a richly carved cobble of limestone. The cornice is made of brick in an ornamental pattern. The two apparatus doors are rich in details with the frame work highly ornamental. The first floor has room for a steam fire engine, hose wagon and ladder truck. In the rear, six stalls were provided for the horses and behind the stalls was a one story room for the feed and supplies for the horses, now the kitchen. On the right side in the front is the raised platform for the house watch and on the left side are hose racks, which can hold 700 feet of hose. The second

floor has a sitting room, the foreman and assistant foreman's room in the front, a dormitory with twelve beds, in the back, and a general toilet room.

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

A fireman did not have worry about finding a mutual partner or wonder "do I go to work today." The work schedule was very simple, 24 hours a day, 6 days on and the seventh day off. Each fireman could go home twice a day for two hours for meals. The assistant foreman and the engineer could also be detailed to a neighboring company to cover meals at that house. A fireman could also be detailed to another firehouse for a 24 hour period to cover vacancies. The pay was a little under \$900.00 a year, or twelve cents an hour for a 144 hour week.

The Cities of New York (including the Bronx), Brooklyn, Long Island City, parts of Western Queens, and Staten Island merged into the five Boroughs of New York City on January 1, 1898. Engine 49 and Ladder 23 officially became part of the FDNY on January 28th. On April 15, 1898, Ladder 23 was renumbered to Ladder 13 and the company was disbanded as a separate fire company a short time later and the ladder truck assigned to Engine 49 to make it a combination company of an engine, hose wagon, and ladder truck. On October 1, 1899 Engine 49 was renumbered to Engine 149 to avoid confusion with Engine 49 in Manhattan. The ladder companies were given fifty to their number. Combination Engine 149 status was changed on June 1, 1901 by the renaming of the ladder truck. Ladder 63 (ex Ladder 13) was placed back in service, filling the gap in numbers when Ladder 13 was disbanded. Engine 149 and Ladder 63 would last only to January 1, 1913 and after this date it would be called Engine 249 and Ladder 113.

The fire horse would be given a high place in fire service history. They were treated better than the men and were well-taken care of. The department had an ambulance to take the horses to hospital when hurt or sick, before the fire department had an ambulance for the men. They also received vacations before the men. The old timers would say that the horses were smart, some of the horses could count the box numbers when the bells sounded and knew which box they responded on. After a fire on a cold snowy winter's night, the horses would come back to the firehouse and the firemen would dry the horses, feed them and brush them down, then the men could take a hot bath, change clothes and warm up. The up keep on the horse for one year was around \$800.00 a year, a new motor operated apparatus cost \$64.00 for fuel. The passing of the horses in most companies spelled the end of the fire department.

Engine 49 was placed in service with just a hose wagon, an 1895 P. J. Barrett. The water pressure off the hydrants was such that a fire could be put out with just hydrant pressure. Ladder 23 received a used 1886 Hayes/LaFrance 75' aerial ladder truck. On August 12, 1896, Engine 49 received a new 1896 LaFrance 4th size (300 - 500 gpm). Engine 149 received a new 1909 Seagrave hose wagon to replace the older hose wagon.

By the mid 1920's the firehouse was starting to show its age. The new rigs were getting wider than the horse drawn apparatus and the doors were narrow. On February 5, 1926 the City Council approved \$8,500.00 for remodeling the firehouse. The repairs included the removal of the wood wainscoting on the apparatus floor, cellar stairs, and the front doors. The work was done in 85 days and included a new apparatus floor supported by steel beams, new cellar stairs, gasoline storage tank, metal ceiling, plaster walls, hose racks, and modern steel sliding doors. It's not known where the company moved to during the renovations.

After one hundred years of service Engine 249 and Ladder 113 will be receiving a new firehouse. During October of 1996 Engine 249 will be moving to Engine 280 and Ladder 113 will move to Engine 248's

quarters. The old house will be torn down, except for the front wall. The new building will be tied in with the older front wall and a third floor will be added.

The fireman performs his job in the most hazardous of conditions, Most jobs, a person knows he will be home at the end of his shift but, not a fireman, he could have been hurt and in the hospital. Even worst he could lose his life. In the history of the New York City Fire Department 776 members have lost their lives. One member of Engine 249 has paid that supreme price with his life.

Matthew Miller, the chauffeur, was returning from a fire at 30 East 38th Street on January 30, 1908. As the engine was crossing Canarsie Avenue at Snyder Avenue it hit a ruff spot in the road. He jumped off the engine to help push the engine out of the rut. As the engine started rolling Fireman Miller jumped up on his seat without tying the strap that held him in his seat. The wheel hit another rut, throwing Fireman Miller in front of the wheels of the steamer and was run over. He was forty years old, married and lived at 1417 Bedford Avenue.

Engine 249 and Ladder 113 are ready for any type of emergency, fire, water leak, EMS or just to

pump air in a kid's bicycle tire. The Camp has been serving the citizens of Flatbush and the rest of New York for 100 years and will continue serving the public no matter what part of the City it is, Brooklyn, Manhattan Queens, The Bronx or Staten Island, Camp Rogers Rats will be there.

THE APPARATUS OF CAMP ROGERS

ENGINE 249

ENGINES

- | | |
|--|--|
| 1) 1896 LaFrance 4th size (300-500 gpm) steamer
Aug. 12, 1896. #356 | 8) 1979 Mack 1000 gpm pumper
Aug. 6, 1980. #MP7932 |
| 2) 1922 American LaFrance 700 gpm pumper
Nov. 6, 1922. #3954 | 9) 1987 Mack 1000 gpm pumper
Jan. 24, 1989. #MP8710 |
| 3) 1937 Mack 1000 gpm pumper
May 3, 1937. #1037 | |
| 4) 1951 Ward LaFrance 750 gpm pumper
???? #2604 | |
| 5) 1959 Mack 1000 gpm pumper
Aug. 5, 1959. #1033 | |
| 6) 1960 Ward LaFrance 1000 gpm pumper
Jan. 6, 1968. #5928 | |
| 7) 1970 Mack 1000 gpm pumper
Apr. 28, 1970. #MP7035 | |

HOSE WAGONS

- 1) 1895 P. J. Barrett hose wagon
Dec. 20, 1895. #44B
- 2) 1909 Seagrave hose wagon
1909. #132B
- 3) 1928 FWD/Pirsch hose wagon
Feb. 20, 1929. #173
- 4) 1946 Ward LaFrance 750 gpm pumper
Jan. 22, 1954. #2199

LADDER 113

- | | |
|---|--|
| 1) 1886 LaFrance/Hayes 75' aerial
1901, #67 | 6) 1948 Ward LaFrance tractor replaced the 1937
Seagrave tractor in 1948. |
| 2) 1892 Rumsey 75' old style ladder truck
1913. #39 | 7) 1959 Mack/Magirus 100' aerial
Mar. 28, 1962. #416 |
| 3) 1920 American LaFrance 75' aerial
Aug. 26, 1921. #180 | 8) 1972 Seagrave 100' rear mount aerial
Nov. 11, 1972. SL7212 |
| 4) 1929 FWD tractor replaced the 1920 American
LaFrance tractor in 1929. | 9) 1980 Seagrave 100' rear mounted aerial
July 2, 1981. #SL8010 |
| 5) 1937 Seagrave 75' aerial
Apr. 3, 1937. #325 | 10) 1987 Seagrave 100' rear mounted aerial
Aug. 1, 1988. SL8703D |

100 HUNDRED YEARS AGO IN THE NEWSPAPERS JANUARY 20, 1896

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

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

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

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

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

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

For exchange. I have 2, 2-1/2, & 3 story houses, apartment houses, flat houses and lots to trade in the beautiful Bedford & Stuyvesant section. What do you have to offer? Open nights, Frank

Leffman, Real Estate Broker, 441 Hancock Street corner of Summer Avenue.

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

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

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

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

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

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

THE MEDAL WINNERS

BROOKLYN CITIZEN MEDAL

To Fireman 1st Grade Robert H. Boston of Ladder 113 for heroic work at Great Personal Risk, in effecting the rescue of a child from a fire at the premises, 1028 New York Avenue., Brooklyn Box 7-5-3897, 1:34 A.M. on Nov. 1, 1964.

The Brooklyn Citizen Medal was first awarded in 1896 "to be given to the most deserving Fireman in the Brooklyn Fire Department, as he shall be selected by the Fire Department of the City of New York".

BATTALION CHIEF FRANK T. TUTTLEMONDO MEDAL

To Firefighter 1st Grade Denis J. Driscoll of Ladder 113 for the heroic work in Unusual Personal Risk, in the rescue and removal of two drowning victims from Prospect Park Lake, Brooklyn Box 1094, on August 6, 1984, at 1412 hours.

The Battalion Chief Frank T. Tuttlemondo Medal was first awarded in 1982 by the members of the 44th Battalion in honor and memory of their late beloved Chief, who gave his life to save his men.

HENRY D. BROOKMAN MEDAL

To Firefighter 1st Grade Paul Borgia of Ladder 113 for heroic work at Extreme Personal Risk, in the rescue of Mr. & Mrs. Kim from a fire at the premises, on Brooklyn Avenue, Brooklyn on June 26, 1984, at 0636 hours.

The Henry D. Brookman Medal was awarded for the first time in 1926 by Mrs. Marion Prentice Brookman in memory of Henry D. Brookman.

THE PULASKI ASSOCIATION MEDAL

Awarded to Firefighter Daniel J. Towmey, Jr. of Ladder 113, now a Lieutenant, covering in the 40th Battalion, for his selfless and heroic actions at Unusual Personal Risk in the rescue of a young girl and a man from a third alarm fire at 5 Linden Blvd., Brooklyn Box 1551, on January 16, 1985 at 0026 hours.

Endowed by the Pulaski Association of the Fire Department in Honor of General Casimir Pulaski, who organized US cavalry forces during the American Revolutionary War.

STEBEN ASSOCIATION MEDAL

Award to Lieutenant Robert P. Miuccio of Ladder 113, for showing dedication and bravery in risking his own safety in the rescue of Frank Purcell from the four floor of a particle building collapse at 1430 Bedford Avenue, Brooklyn Box 925 on November 11, 1987 at 0925 hours.

Endowed by the Steuben Association in Honor of General Frederick Wilhelm Von Stuben. Awarded for the first time in 1967.

ARTHUR J. LAUFER MEMORIAL MEDAL

To Captain Lawrence W. Brennan of Ladder 113, for his selfless and heroic action at Extreme Personal Risk in the rescue of Edward Connolly from a fire at the

premises at 1435 Nostrand Avenue, Brooklyn, Box 1573 on January 26, 1989 at 0703 hours.

The Arthur J. Lauffer Medal was presented for the first time in 1980 in the honor and memory of the late Deputy Chief Arthur J. Lauffer.

JOHN H. PRENTICE MEDAL

Awarded to Firefighter 1st Grade Thomas F. Sullivan Jr. of Ladder 113 for Extreme Personal Risk in the rescue of an infant, Gregory Williams from a fire in the premises at 1776 Bedford Avenue Brooklyn, Box 1084 on September 9, 1989.

Given in the memory of John H. Prentice by his daughter Mrs. Marion Prentice Brookman for "an act of intelligent bravery" . First awarded in 1921.

COMPANY OFFICERS ASSOCIATION MEDAL

Awarded to Lieutenant Raymond M. Brown Jr. of Ladder 113 for at Unusual Personal Risk in the rescue of a man from a fire in the premises at 345 Montgomery Street, Brooklyn Box 75-1060 on November 2, 1994 at 1452 hours.

Endowed by the Company Officers Association in memory of company officers in the FDNY who Sacrificed their lives in the line of duty. Awarded the first time in 1982.

THOMAS A. KENNY MEMORIAL MEDAL

Awarded to Firefighter 1st Grade Bernard K. Duffy of Ladder 113 for displaying Great Courage and skill in the rope rescue of Anna Marie Jeanty from a fire at the premises of 474 Brooklyn Avenue, Brooklyn Box 75-1043, on January 7, 1995 at 1402 hours.

Awarded in 1918 in the memory of Battalion Chief Thomas A. Kenny by his son Honorary Deputy Chief William F. Kenny.

THE CAMP 1896 VERSION

Foreman John Fitzgerald
Asst. Foreman John J. Hughes
Fireman Walter Ackerman
Fireman Charles E. Bennett

Fireman John Cary
Fireman Philip Diele
Fireman Charles A. Kleinfelder
Fireman Henry F. McKinney

Fireman John J. McKinney
Fireman Matthew Miller
Fireman Thomas J. Murphy
Fireman John J. Walsh

The CAMP 1996 VERSION

ENGINE 249

Capt. Philip Garaizar
Capt. Peter Gannon
Lt. James D. Daly Jr.
Lt. Michael J. Lee
Lt. Kevin M. Sullivan
FF. Christopher Adisano
FF. Joseph Auditore

FF. John S. Baldassarre
FF. Michael P. Brodbeck
FF. Joseph Cavagnaro
FF. John Downey
FF. Johyn Farrell
FF. Paul Fehling
FF. John G. Gemmell
FF. Thomas Goldener

FF. Gary E. Gorman
FF. Robert Hart
FF. Gerald Hunt
FF. Jackie Hunter
FF. Gregory T. Londis
FF. Nick Malter
FF. Eugene J. Moore
FF. Frank Munafa

FF. Chris. P. Murdoch
FF. John M. Spillane
FF. William E. Sweeney
FF. Charles W. Tozzo
FF. Dennis M. Twomey
FF. Ronald Vitale
FF. Howard Waltzer

LADDER 113

Capt. James Savastano
Lt. Raymond M. Brown
Lt. Peter J. Frontera
Lt. Thomas Kreuzer
FF. Anthony Arcello
FF. Robert Bohack
FF. Mark Conoway
FF. Kevin Dempsey

FF. Richard Di Padova
FF. Charles Ditta
FF. Joseph Donlevy
FF. Thomas V. Dowdell
FF. Dennis W. Dowdican
FF. Bernard Duffy
FF. Richard J. Duignan
FF. Joseph F. Garfola
FF. John M. Hand
FF. William Hansen

FF. Brian Healy
FF. James Irving
FF. William Kahaly
FF. Charles J. Kawas
FF. Thomas Manley
FF. Michael Manza
FF. William L. Meagher
FF. Richard E. Nogan
FF. Bruce Peat
FF. Robert J. Pino

FF. William Roberts
FF. Michael Troeller
FF. Dennis Williams

Friends, Brothers, Co-workers; Do you know what

history says about

FIRST LOVES,

My first love, right out of probie school was **E249 (L113)**. This love affair at times might not have burnt bright, but than again it still hasn't burnt OUT.

I would like to thank all the brothers that I have worked with during my my eleven plus years at the **CAMP**. I say work, not in the every day connotation of a situation that we encounter in life - A JOB. But in reverse manner our **JOB, Firefighting**, became our play time and the **CAMP** made that so much meaningful than the mere word. **JOB**, can denote.

How many time do/did we go home from the **CAMP** and feel guilty about not being completely honest with family and friends concerning our **JOB**. Even family and friends couldn't understand the **CAMP** and still my memories are only fond ones. At times they seem to be very distant but a momentary stop at the **CAMP** on Rogers Avenue, brings me back.

Where do I begin, from our incarceration at E248, where the infamous doggie bowls had their origin, to our running Foam battles with E281/L147. I dare go no further than to say what ever happened outside, can not compare to what went on or went down inside at the **CAMP**.

All I can say to my former members is **THANK YOU**.

I'll like now to thank all the brothers who now work at Camp Rogers for constantly making the **CAMP** the place to be. I want all my fellow **RATS**, I hope I'm still considered a Rat to know if I wasn't lifted I would still be at the **CAMP** and probably the oldest RAT in L113. From the brother who gave us the tag CAMP ROGERS. I'm proud to say the mantle has been passed and the **RATS** have more than carried on a tradition, you have created yet another one that will carry **E249 & L113** into it's second hundred years and into the Twenty First Century as the elite of all Fire Houses.

In closing, I know there'll be no ending my Love Affair with the **CAMP**.

Thanks for the memories.