

HISTORY OF FDNY UNITS

History of FDNY Units - 1965 -1971

“THOSE WERE THE DAYS MY FRIEND, WE THOUGHT THEY'D NEVER END.....”

The traditional approach to increased activity was to create new, additional, full time companies. These companies were organized between 1965 through 1971.

Engine 85	1967 to 1986	from Squad 9
Engine 232	1966 to 1988	from Squad 7
Engine 331	1966	
Engine 332	1970	
Ladder 54	1966	
Ladder 55	1968	from Engine 244
Ladder 56	1968	
Ladder 173	1966	
Ladder 174	1966	from Squad 8
Ladder 175	1970	
Battalion 55	1969 to 1988	
Battalion 57	1969	
Battalion 59	1970 to 1989	
Battalion 60	1970 to 1975	
Division 9	1968 to 1989	
Division 16	1965 to 1975	
Division 17	1969 to 1975	

Some of the companies were going into new areas and would have been created anyway. Some of the new Engines and Ladders were re-purposed Squads and an Engine.

Also, without building new firehouses, second sections were added to Engines and Ladders in busy areas. Second section companies were an established concept from the early days of the department.

Engine 41-2 1968 to 1974 became Engine 66

Engine 46-2 1968 to 1969 became Engine 88-2

Engine 50-2	1970 to 1974	became Ladder 61
Engine 88-2	1969 to 1972	from Engine 46-2, became Engine 72
Engine 91-2	1968 to 1974	
Engine 217-2	1968 to 1972	
Engine 225-2	1968 to 1969	became TCU 531
Engine 233-2	1968 to 1972	became Ladder 176
Ladder 17-2	1970 to 1974	
Ladder 26-2	1968 to 1974	
Ladder 27-2	1970 to 1972	became Ladder 58
Ladder 103-2	1968 to 1974	
Battalion 3-2	1968 to 1969	became Battalion 27
Battalion 12-2	1968 to 1969	became Battalion 25
Battalion 14-2	1968 to 1969	became Battalion 26
Battalion 18-2	1965 to 1967	became Battalion 56
Battalion 44-2	1965 to 1969	became Battalion 58
Battalion 37-2	1968 to 1969	became Battalion 28
Battalion 39-2	1968 to 1969	became Battalion 29

Second sections increased resources where needed most.

Part time units, known as adaptive response or peak demand units today, were pioneered by FDNY with the Tactical Control Units.

TCU 512	1969 to 1971	
TCU 513	1969 to 1971	
TCU 531	1969 to 1971	from Engine 225-2
TCU 712	1969 to 1972	became Ladder 59
TCU 731	1969 to 1971	
TCU 732	1970 to 1972	

The TCU concept was relatively short lived. Peak demand staffing is still used by the fire service in Western US cities and is commonly used by Police and EMS.

Also in the mix were Engine 70-2, a weekend unit for isolated City Island, and Ladder 193, a regular interchange company with Manhattan units.

As activity levels remained high, many second section companies were converted into permanently established companies. Most remaining second sections that were not converted were discontinued by 1975.

Engine 66	1974	from Engine 41-2
Engine 72	1972	from Engine 88-2
Engine 167	1972	from Engine 208
Ladder 58	1972	from Ladder 27-2
Ladder 59	1972	from TCU 712 & Squad 6
Ladder 61	1972	from Engine 50-2
Ladder 176	1972	from Engine 233-2
Battalion 25	1969 to 1989	from Battalion 12-2
Battalion 26	1969	from Battalion 14-2
Battalion 27	1969	from Battalion 3-2
Battalion 28	1969	from Battalion 37-2
Battalion 29	1969 to 1975	from Battalion 39-2
Battalion 56	1967 to 1989	from Battalion 18-2
Battalion 58	1969	from Battalion 44-2

Within about 20 years, as the activity levels returned to a new normal, some of the new permanent companies were closed. The financial crisis also caused additional permanent companies to be closed (not included here).

Engine 85	1967 to 1986	from Squad 9
Engine 232	1966 to 1988	from Squad 7
Battalion 25	1969 to 1989	from Battalion 12-2
Battalion 29	1969 to 1975	from Battalion 39-2
Battalion 55	1969 to 1988	
Battalion 56	1967 to 1989	from Battalion 18-2
Battalion 59	1970 to 1989	
Battalion 60	1970 to 1975	
Division 9	1968 to 1989	
Division 16	1965 to 1975	
Division 17	1969 to 1975	