

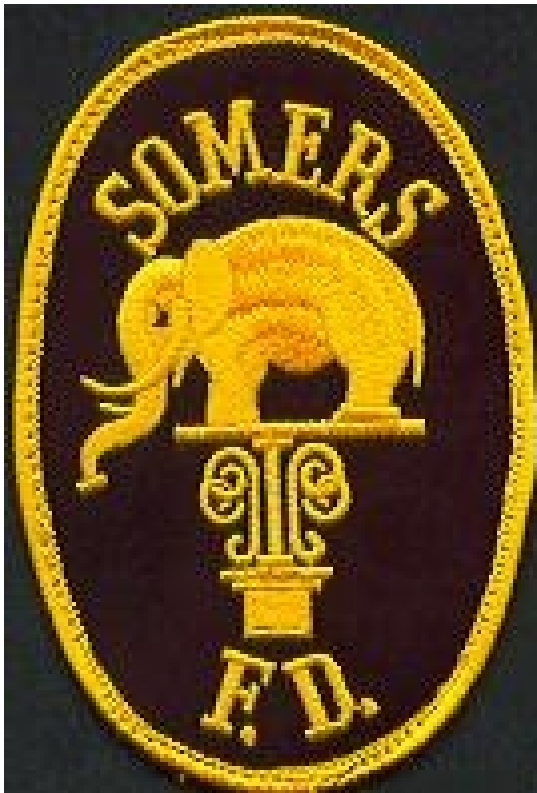
As You Pass By..

A History of Somers Fire Department Fire Apparatus
1931 - 2011

by

Ex-Chief Edwin J. Byrnes Jr.

Chairman, Historical Committee 1977 - 1992



80 years of Somers fire apparatus history

The photographic history of the Somers Fire Department's fire apparatus since 1931

INTRODUCTION

Every fire department has to start somewhere. Whether organized in the 1700s or as recently as ours, it's important that the history and traditions of that organization be a part of every firefighter's knowledge and training. Without our history we cannot realize the progress that has been made in our service to the community. Without our traditions we cannot understand the reasons for being who and what we are. We cannot know who and what we are unless we know who and where we have been.

When I moved to Somers in 1966, I thought the Granite Springs firehouse was the 'Granite Springs Fire Department' covering the Shenorock and Granite Springs areas. When I applied for membership in September of that year, I soon found out the Granite Springs firehouse was only one of the firehouses in the District that had a lot of history behind it.

Over the years, after talking to many new members, I had come to realize that a lot of them were completely unaware of our heritage just as I had been. That, plus my own interest in the Department's beginnings, are the reasons that I wanted to start the Historical Committee in 1977.

The following pages are a result of having too much free time on my hands. About a year and a half ago I wanted to compile a list of our fire trucks over the years. Things just got out of hand and the simple list grew into almost what is presented here. After gathering more info I decided to make the list more of a history of the Department's apparatus with a bit of Fire Department history thrown in. Most of the photos were borrowed quite freely from the old Fire Department website that my son, Ed, put on line while he was Department historian. I discussed the idea of printing up copies to put in the firehouses with Mike Amato, the current Historian. He said that since it was a private venture I should go ahead with it. So, here it is. I hope it will be as interesting to all of our members as it has been for me while I was gathering the data that I've printed up.

The Somers Fire Department has come a long way since that day in 1931 when we started out with a second hand fire engine. It is the history of our firefighting equipment that clearly shows the progress that has been made since those early days of Somers firefighting.

Any errors contained herein are my errors and mine alone. Any corrections will be greatly appreciated.

THE EARLY YEARS

1931 - 1951

Prior to 1931 all fire fighting efforts were provided by our neighboring departments. Organized in the late 1800s and early 1900s, these departments, Katonah (1875), Croton Falls (1892), Yorktown Heights (1909), Goldens Bridge (1909), and Mahopac (1919) covered different areas of the Town of Somers through arrangements with the Supervisor and Town Board

In 1931, the two lake communities of Shenorock and Amawalk Lake North, divided at Tighe and Old Mill Roads, had most of the homes in the town. Herman Giedel of Shenorock (recently retired from FDNY) with a small group of men took it upon themselves, with the financial assistance of the Owners Association of Shenorock, to organize a volunteer fire company to protect both of these communities.

With Owners Association money and contributions through various fund drives, the early members were able to build a firehouse on donated land at the intersection of Hillandale Road and Sunset Drive in the Amawalk Lake North community and purchased a used 1921 White combination chemical engine and hose wagon. The new engine company was called the 'AMAWALK -SHENOROCK FIRE COMPANY'. The Company's first Chief was Henry 'Hank' Weih. In 1934 they re-organized as the 'AMAWALK-SHENOROCK VOL. FIRE DEPARTMENT' and incorporated in 1935. The newly incorporated Fire Department's first Fire Chief was John Bailey.

As an historical note, the 'AMAWALK' in "AMAWALK-SHENOROCK FIRE COMPANY" referred to Amawalk Lake North, not Amawalk. In the 1930s the US Post Office had problems with mail deliveries for Amawalk and Amawalk Lake North. To avoid further confusion they did away with the Amawalk Lake North addresses and combined them with the Shenorock PO.

On May 17, 1937 the Department changed it's name to the "SOMERS VOLUNTEER FIRE DEPARTMENT INC." since it was now covering most of Somers. Ernest Smith was the first Chief of the Somers Voluteer Fire Department.

In 1939, the SVFD ordered it's first new piece of apparatus. The Diamond 'T', a 500 GPM pumper, was delivered in early 1940 and housed in a barn on Tomahawk Street in Granite Springs that was owned by Department member Joe Scarmilino. It was designated Eng.134. The White was disposed of at that time and the original Shenorock fire house was used as the Department's meeting place until the school house on Route 35 in Amawalk was purchased from the School District.

With the large expanse of farmland and undeveloped acreage in Somers during this period, accessibility to brush and woodland fires in areas far from local roads was difficult. The Fire Department purchased a new 1943 Model 21-D Ford truck and had it fitted with a Darley single stage 250 GPM front mounted pump and a 250 gallon water tank and a small capacity hose bed. The new engine was housed in a rented barn behind ANAWANDA FARMS RESTAURANT on Route 100 in Somers Hamlet. It is interesting to note that during the winter months the engine had to be pulled in front first. The barn was unheated except for a coal stove at the rear of the building. The radiator and pump had to be near the stove so as not to freeze up during a severe cold snap. The utilitarian look of the Ford was improved after WWII when a larger capacity enclosed hosebed, complete with running boards and rear step, a new booster reel with manual rewind and new fittings for the ladders and suction hose were added. The Ford became Engine 135.

Also in response to fires of this type the Department bought a Model EH Mack tanker. Called a "Holden Combat Unit", the new engine had a 600 gallon booster tank, allowing it to operate in areas removed from any water supply. Delivered on Tuesday, 5 July, 1949 the tanker was housed in the large shed attached to the side of the previously acquired school house in Amawalk. It was the first 'tanker' in service in Westchester County. Since there was no 'Tanker' designation at that time the Mack was given a unit assignment of Engine 164.

In 1952 a Fire District was formed to cover the expenses of maintaining the Fire Department's equipment and facilities and to set long range plans for fire protection in the Town. Ex-chief John Bailey was Chairman and Harry Chambers was Vice-Chairman. Ex-chief John Comilloni, Dr. Saul Knopf and Henry Rickes filled out the rest of the board. Jack Dolny was Secretary/Treasurer and the first District Fire Chief was Ernest Olsen. The Board of Commissioners met at the law office of Harry Chambers in Somers Hamlet.



Engine 134



1921 White behind some of the original members at our first firehouse in Shenorock
Herman Guidel, 5th from left, the last active member of the original Fire Department passed away in the early 70s.

Engine 134

1940 Diamond "T"/Sealand 1940 - 1967



Date & Location Unknown

Became **Engine 180** during the re-numbering and expansion with the acquisition of new apparatus in 1958. When the Seagraves went in service it was relegated to brush fire status and lasted as such until retired in March of 1967 when the two new Internationals went in service.

Engine 135

1942 Ford 1942-1966



As original at Amawalk Firehouse - Date & Members Unknown

3

Engine 135

After re-building



1965 Inspection - across from Granite Springs Firehouse in **The Chalet** parking lot
Became Engine 185 in 1958

Engine 164

1949 Mack Model EH/Holden Combat Unit 600 Gal. 'Tanker' 1949 - 1958

For SEPTEMBER, 1949 723

The HOLDEN Combat Unit



Accepted!

IN originating and introducing the tank type fire combat unit, we felt we were giving the fire field a unit that filled a long felt want. Time, even the short time these units have been in service, PROVE BEYOND A DOUBT that the HOLDEN COMBAT UNIT is a very necessary unit for thousands of urban and rural fire departments.

Proven! Every unit shown on this page has proven itself to the entire satisfaction of the various fire departments. They will continue to do an outstanding job—paying their way in every case by lowering fire and water loss—by saving wear and tear on other type units. The HOLDEN combat unit carries water to the fire—saves valuable minutes.

If you want proof of its effectiveness, you can see one in action. Write or wire for demonstration.

Accepted by **Wilmington, Mass. Fire Department**
April 25, 1949.



Accepted by **Shrewsbury, Mass. Fire Department**
April 25, 1949.



Accepted by **Newington, N. H. Fire Department**
By order of the Board of Fire Commissioners, July 7, 1949.



HOLDEN ENGINEERING DIV. of ATLANTIC TERMINAL SALES CORP. NEWINGTON, N. H.

Please mention Fire Engineering when writing advertisers.

Delivery photo of Engine 164 at Newington, N.H.
From an ad in the September, 1949 Fire Engineering magazine

THE DISTRICT ARRIVES - THE NEXT GENERATION

1952 - 1974

In 1952, the new Fire District began overseeing operations. Steps were being taken to upgrade the Department's fire apparatus and their quarters. In 1953, the Department put it's first ambulance in service. It was a 1940 Buick purchased from the Mahopac Fire Department. This was kept until 1955 when a 1951 Cadillac was placed in service. Until 1958 the ambulances were kept at Ambulance Captain Bob Holloway's private home in Lincolndale.

With "firehouses" in or near three of the six communities in the town, the District looked into acquiring suitable land on which to construct new buildings in or near these six localities. No property was available in Lake Lincolndale. The closest land to be had was a couple of acres down on Primrose Street. No suitable property was found in Lake Purdy's. The Fire Department owned property on Route 202 across from Warren Street, but wanted to keep it for training and fund raising activities. The District found property just to the east of the drill grounds in Somers Hamlet.

The District didn't re-use the facility in Shenorock, since it was partially owned by the Home Owner's Association. They tried to get a piece of property on the corner 202 and Miller Avenue, but it was owned by New York City and the City would not allow anything built on their watershed property. Property was found in Granite Springs on Tomahawk Street near the intersection of Anita Road.

Amawalk was the only other property that was owned by the Department, but since the building was used as a meeting hall and no place to house the Mack tanker while any construction was going on , the District tried to get land on the other side of the stone wall on City property. Again the City said no. So Amawalk was put on hold.

With property available for three firehouses, the District sought bids for the new buildings. That done, bids went out for apparatus. Seagrave got the contract to build four 1958 Model 531 B pumpers with 750gpm, 2 stage pumps. Three of them had 500 gallon tanks, while the fourth one carried 1000 gallons. New engine numbers were issued by County Control. We were issued seven numbers - 180 through 186. The Diamond 'T' became Engine 180, the Seagraves were 181 to 184 and the Ford, Engine 185. No number was officially assigned to the Mack as it was disposed of when the Seagraves were put into service. Had the Mack been kept in service it would have been designated Engine 186.

Ex-chief Ted Voris, Asst. Chief Norman Forbes and Commissioner John Comilloni went to Columbus, Ohio to pick up the new Seagraves. Here's a story related to me many years ago by Norm Forbes about the trip back from Columbus. They had stopped someplace in Pennsylvania for a pit stop. The gas station attendant asked Norm why the elephants were on the doors. Norm told him, "The town fathers are Republicans". Although sceptical, the guy bought the explanation.

The Somers and Lincolndale firehouses were identical. They were strickly utilitarian. Two bays with an extension on one side for a bathroom and two utility closets. A deep sink, an electric stove and a refrigerator were at the rear of the engine room floor. Engine 184, the 1000 gallon tanker and Engine 185, the Ford, were assigned to the Somers House. Engine 183 was assigned to Lincolndale along with Department's ambulance. Both houses had electric hot water heaters.

Since it was to be the Fire District and Chief's offices along with the main radio room, Granite Springs was a much larger building. All of these offices were located in what is now the day room and kitchen area. The old day room was outside the Chief's office. There was a large boiler room in the back that had a stove, a refrigerator and a deep sink. The bathroom and shower stall were where they are today. Although two bays are used now, originally all four bays were used. Engines 181 and 182 were up front and Engine 180 was behind 182, facing forward for some reason. 180 had to be backed out if 182 wasn't responding. This set up lasted until the early 60s when a driver, who shall remain nameless, inadvertently backed through the door. After that, 180 was turned around to face the rear.

In 1963 the District acquired a used 1947 Ward LaFrance Light & Rescue truck from the New Hyde Park Fire Department out on Long Island. It was housed in Granite Springs along with Engines 180, 181 and 182. One of only three built, Rescue 20 served Somers for another 38 years until disposed of.

Also this year, the Department got it's first new ambulance. Another Cadillac. It was housed in Lincolndale with Engine 183 where the old ambulance had been housed. Since the Lincolndale firehouse is centrally located it has, by tradition, become the headquarters for the ambulance.

Although the Tanker had been rid of in 1958 (the shed at Amawalk wasn't suitable for either the Diamond 'T' or one of the Seagraves) the schoolhouse was still being used for the Department meetings. This was to change in 1965 when the old building was torn down to make room for the construction of the new Amawalk firehouse. The monthly meetings were temporarily held in the apparatus room at Granite Springs

In 1966, two International Model 1300 brush trucks were ordered to replace the Diamond 'T' and the old Ford that had blown it's engine for the second time earlier that year. Delivered in March of 1967, both units had a front mounted 250 gpm pump with a 250 gallon booster tank and four wheel drive. One was placed in the Somers house and was designated Engine 185. The other, assigned Eng. 186, went to Granite Springs. The Diamond 'T' was placed out of service in the parking lot behind Granite Springs.

The new Amawalk Firehouse was completed in October of 1967 and Engine 182 was moved down there along with the Fire District office. With the radio base station and the Chief's office, Granite Springs remained the Fire Department HQ until the new Lincolndale firehouse was opened in 1981. The old District office became the new day room.

This was the way things were until 1975.



Engine 181

1958 Seagrave Model 531 B 1958 - 1979



Engine 181 at Granite Springs Firehouse
(with replacement fenders - see page 11)

Engine 182

1958 Seagrave Model 531 B 1958 - 1990



Engine 182 at Amawalk Firehouse
Used as a spare engine until 2007. Now Department owned, it is used as a caisson wagon for 'Last Alarms'

Engine 183

1958 Seagrave Model 531 B 1958 - 1978



Engine 183 at Somers Firehouse

Engine 184

1958 Seagrave Model 531 B 1958 - 1979



Engine 184 at Amawalk Firehouse

Rescue 20

1947 Ward LaFrance Light & Rescue Truck 1963 - 2001



Rescue 20 across from Somers Firehouse
Res. 20 now resides at the Fire Museum, Hudson, N.Y. It went up there in February, 2001.

Engine 185 (MA 13 from 1977 to 2005)



Engine 185 at Somers Firehouse

Engine 186 (MA 14 from 1977 to 1987)
1966 International brush unit 1967 - 1987



MA 14 (Engine 186) in rear of Granite Springs Firehouse - 1983

2 pictures of Diamond T

The Diamond 'T' at Granite Springs, out of service. June of 1967, just before being sold to Bryson's

20th CENTURY - GONE BUT NOT FORGOTTEN

1975 - 2000

The year 1975 brought another step in the progression of the Department. The District bought its first diesel powered apparatus. Powered by a 8V71 Detroit Diesel with an Allison automatic transmission, the new Oren had a 1000 gpm pump and a 1000 gallon booster tank. It was also our first cab forward design that took the members off the rear step. It also resurrected Engine number 180, a number unused for eight years. It was assigned to the Somers firehouse and Eng. 184 was moved to Granite Springs. With Engine 181, the brush unit Engine 186 and Rescue 20, Granite Springs was a full house once more.

During the 1970s, Engine 181 was involved in a fender bender. The single headlight fenders that Seagrave stopped using in 1958 were out of stock so when 181 was repaired it had the newer dual headlight fenders.

A second ambulance was put in service in 1975. The Cadillac was redesignated A-12 and sent to Amawalk Firehouse. The new Chevrolet/Horton ambulance, designated A-11, went to Lincolndale.

In 1975 the District was shopping around for a ladder truck. They found Larchmont Fire Department's Ladder 18 for sale. It was a 1950, American LaFrance 700 Series, 100 foot aerial. Before we took possession, Larchmont blew the engine in it. Since the District planned on replacing the gasoline engine with a diesel, they bought it anyway at reduced cost. So now we had our second piece of cab forward apparatus and our first open cab since the 1921 White. Furnished with a new 6V71 Detroit Diesel and Allison automatic, Ladder 18 was placed in service at Granite Springs in September of 1976. In 1983, a fiberglass cap was placed on Ladder 18 ending open cabs in Somers Fire Department. Since the new cap had no insulation or sound deadening material in the headliner the engine noise in the the cab was so bad that the District had to issue "Mickey Mouse" ear protectors for the occupants.

To make room for the ladder in Granite Springs, Rescue 20 and Engine 186 were squeezed into the Amawalk firehouse with Engine 182. Lacking space in the four firehouses, Scarmilino's barn was again put into use when A-12, the Cadillac, was moved from Amawalk and housed there until 1981 when it moved to the new Lincolndale house. It was sold in 1983.

(Between 1975 and 2010 nine new ambulances were placed in service. They are not included here as they are not within the scope of this piece. However, an addendum has been added to include a brief photo history of all our ambulances.)

In 1977 the two Internationals were given the County's new designations for small pumpers - Mini-Attacks. Engine 185 became MA-13, while Engine 186 was assigned MA-14.

In 1978, an Oren 1500 gpm pumper was put in service as Engine 185. Engine 183, one of the 1958 Seagraves was retired and sold to one of our members. The Oren took its place in Lincolndale. It had a 1000 gallon tank.

Engines 181 and 184 were disposed of in 1979 when another 1500 gpm Oren was placed in service as Engine 186 at Granite Springs Firehouse. This unit was a tanker/pumper with a 2000 gallon tank. A year prior, Eng. 181 was repowered with a 6 cylinder Detroit Diesel and an Allison automatic transmission. A story circulated that Eng. 184, after being sold to a Southern fire department, was destroyed at a fire in the 1990s.

With the construction of the new Lincolndale firehouse in 1981 and the expansion of the Somers house in 1980, the crowded conditions that existed in the firehouses were remedied.

In 1987 a small attack pumper was added to the firefighting arsenal. Designated QA (Quick Attack) 1, this unit was used

for initial attack at car fires. QA 1 was a Ford F350 with a 'Flame Quencher' skid load unit in back. It went to Lincolndale. The Quick Attack idea didn't pan out, so with the skid load removed in 1996, it became Utility 5 for use by the Fire Police.

Another Ford F350 was placed in service in 1987. Designated MA 14, this 4 wheel drive, 300 gpm brush unit replaced one of the two Internationals. It also went to Lincolndale and remained in service until 2007 when, with its skid loaded pump and booster tank removed, became Utility 34 to be used by the District mechanic.

The creature comforts at Granite Springs firehouse were improved in 1989 with the complete renovation of the interior living spaces. This major renovation also included facilities for female firefighters.

1990 saw the purchase of a new Pierce 1500 gpm, 2000 gallon Tanker/Pumper. It was designated Engine 188 and sent to Amawalk firehouse. Engine 182, also at Amawalk, now became the Fire District's spare engine.

When Engine 188 went in service, Engine 185, the 1978 Oren was sent out to Pierce for rebuilding. Although retaining the same motive power, pump and running gear, the new exterior gave it an entirely different appearance.

In 1991, the same rehab was performed on Engine 186 by Pierce. Again, retaining the same mechanical equipment, the rebuild had an entirely new look.

By 1996, with the advancement of extrication equipment and operational procedures, the hand tools and 'Porta-Power' equipment on Rescue 20 were seriously limited. The new Hurst Tool with its power unit and accessories wouldn't fit in the Rescue's small compartment spaces. To provide the necessary room for these tools and to add a margin of safety at auto wrecks for our personnel, as well as for the victims, a 1500 gpm Pierce Rescue/Pumper was purchased by the Fire District. Put in service as Engine 183, this unit went to Lincolndale firehouse to be housed with Rescue 20 and the ambulances.

Engine 180

1975 Oren 1975 - 2001



Engine 180 across from the Somers Firehouse

Ladder 18

1950 ALF 700 Series 100' 1976 - 2001



Ladder 18 at Somers Firehouse
Ladder 18 as put in service in September 1976

Ladder 18



Ladder 18 at Lincolndale Firehouse parking lot
after re-painting and a fiberglass cab roof installed

Engine 185
1978 Oren 1978 - 1990



Engine 185 at Lincolndale Firehouse
Engine 185 barely fit in it's old quarters with little more than a foot of space front and rear.

Engine 185 (Rebuilt)
1990 Pierce/Oren 1990 - 2004



Re-built Engine 185 at Lincolndale Firehouse
Went to the Somers Highway Dept. in 2004 as a water truck and painted 'Highway Department Orange'

Engine 186

1979 Oren 2000 Gal. TANKER/PUMPER 1979 - 1991



Engine 186 at Granite Springs Firehouse - 1983

Engine 186 (Rebuilt)

1991 Pierce/Oren 1991 - 2010



Re-built Engine 186 on Old Tomahawk St. in front of Granite Springs Firehouse

Quick Attack 1

1987 Ford F-350 1987 - 1996

Quick Attack unit removed & re-designated Utility 5 in 1996



QA 1 (as Utility 5) at Lincolnale Firehouse parking lot

Mini-Attack 14

1987 Ford F-350 1987 - 2007 Re-designated Utility 34 in 2007



MA-14 at Somers Firehouse

Engine 188

1990 Pierce 2000 Gal. Tanker/Pumper



Engine 188 on parade
Somers' first four door enclosed cab. Now everyone was out of the weather

Engine 183

1996 PIERCE/FREIGHTLINER 1000 GPM RESCUE/PUMPER 1996 - 2005



Engine 183 at Lincoln Dale Firehouse

INTO THE NEXT MILLINIUM

2001 - 2011

Two 2001 Seagraves started off the new decade. They were equipped with 1500 gpm pumps and 1000 gallon booster tanks. One of them, Engine 180, was assigned to the Somers house while the other one, Engine 181, went to Lincolndale.

After serving 54 years in the fire service with the New Hyde Park and Somers Fire Departments, the 1947 Ward LaFrance was placed out of service in February, 2001. It was donated to the FASNY Museum of Firefighting in Hudson, New York.

2001 also saw a refurbished 1989 Sutphen 100' tower ladder replacing the aging 1950 ALF 100' aerial that had served both the Larchmont and Somers Fire Departments so well. When the Sutphen was placed in service at Granite Springs, it replaced a unit that gave over 50 years of service to both Communities.

Combined, Ladder 18 and Rescue 20 served honorably for over 100 years. Well done, both units!

An historical note: In 1950, FDNY set up an "Atomic Bomb Plan" for Civil Defense in case of a nuclear attack on the City by the Soviet Union. On 14 October, 1961, a Mutual Aid drill was called with Westchester and Nassau Counties to send additional apparatus in a simulated attack on Manhattan. Part of that pact called for Somers F.D. to provide one engine company to the City. Chief Walt John Tompkins designated Engine 181 as that unit. Thankfully, New York City never had to activate the Mutual Aid plan for a nuclear crisis. However, on 11 September, 2001 when the World Trade Center was attacked by muslim terrorists, the resources of FDNY were so taxed that they had to implement that Mutual Aid plan.

According to the protocol set up in 1961, Engine 181 was dispatched on this Mutual Aid call, standing by in the Bronx with other units called from Westchester. 2nd Asst. Chief Edwin Byrnes III with Capt. Larry King, Ex-chiefs Rob Lux and Irwin Schriro, fire fighters Mike Walsh, Paul Green and Bob Totten stood by with Engine 181 for almost 24 hours.

In 2002 a KME/International Tanker was placed in service. Designated Tanker 16, it had a 1500 gpm pump and carried 3000 gallons of water. It also had on board a collapsible porta-pond.

Two years later, a 2004 KME 1500 gpm pumper went into service replacing Engine 185. The Oren/Pierce went to the Somers Highway Dept. as a water truck. Although painted highway orange, old Engine 185 is still on the streets of Somers.

2005 saw the retiring of Eng. 183. The 1996 Pierce/Freightliner Rescue Pumper was traded in on a new Rescue truck. The new truck, a Spartan-Rescue One was given the old Rescue 20 designation. It had a fully enclosed body that was designed to carry all the equipment that Eng. 183 was unable to carry.

Due to the decrease in brush fires in recent years, the need for two brush units was no longer a necessity. MA 13, the '66 International was placed out of service in 2005 and sold to a private party.

In 2007, a Ford F550 was put in service to replace MA 14, the 1987 Ford. The old Mini-Attack was designated Utility 34 and used as the Department maintenance vehicle. The decrease in brush fires was due in large part to the housing boom of the last two decades on what was, at one time, large tracts of undeveloped farms and wilderness areas.

Also in 2007, the 1998 Freightliner, 80B3, was re-designated Rescue 38 and became the SCUBA Rescue/Recovery Unit. It had all of the diving equipment on board and the divers had facilities to suit up in. Prior to 1981 when the new facilities were built in Lincolndale, the SCUBA gear was stored in the utility closet in the old Firehouse and old Rescue 20 which was at Amawalk, had to tow the boat and trailer from the other side of town to Lincolndale to pick up the divers and their equipment.

Somers put it's second truck company in service in 2009 with the acquisition of a Sutphen 75' quint. Lad.48 is equipped with a 1500 gpm pump and a 500 gal. booster tank. It was placed in service at the Somers Firehouse.

In 2010, Engine 183 was placed in service at Lincolndale. It was a Sutphen 1500 gpm pumper with a, now standard for Somers, 1000 gallon booster tank. This engine utilizes a top mounted pump operator's panel, designed to give the MPO a 360 degree view of his operating area and get him off the road out of harm's way. When Engine 183 was assigned to the Lincolndale house, Engine 181 was reassigned to Amawalk.

2011 saw the two latest additions of fire equipment by the District. A Sutphen 95' tower ladder was placed in service at Granite Springs. Now designated Tower Ladder 18, the new 2011 Sutphen replaced the 1989 Sutphen unit that had been showing it's age after 22 years of service.

After years of using the Ward-LaFrance rescue truck and a second hand Utility 5, the Fire Police got a new 2011 Ford F450 purposely designed for them. With an enclosed body and plenty of compartment space for their equipment, the new Utility 5 was placed in service at Lincolndale Firehouse. Old Utility 5, the 1987 Ford 'Quick Attack' was sold at this time.

Covering 33 square miles, we are the largest all volunteer fire department in Westchester County. We can be proud of our history and traditions as we remember those members who have gone before us, as they made our Fire Department what it is today. Remember, as you pass by, you too will be part of that history some day.



Engine 180 at Somers Firehouse



Engine 181 at Lincolndale Firehouse

On September 11, 2001 Eng. 181 stood by in the Bronx with other Westchester fire companies for FDNY

Ladder 18



Ladder 18 on parade



Tanker 16 - Location unknown

Engine 185

2004 KME 1500 GPM ENGINE W/1000 GAL. TANK



Engine 185 - Inspection at Amawalk firehouse

Rescue 20

2005 SPARTAN / RESCUE ONE



Rescue 20 at Lincolndale Firehouse
As of 2011, Rescue 20 has the last traditional bell on our fire apparatus

Rescue 38

2000 FREIGHTLINER/HORTON (SCUBA RESCUE - 2007)
(ex-Amb. 36; ex-Amb 80B3)



Rescue 38 (as 80B3) at Lincolndale Firehouse

Mini-Attack 14

2007 FORD F550 300 GPM BRUSH UNIT W/200 GAL. TANK



MA - 14 - location unknown

Ladder 48

2009 SUTPHEN 75' MIDSHIP QUINT



Ladder 48 at Somers Firehouse

Engine 183

2010 SUTPHEN 1500 GPM ENGINE W/1000 GAL TANK



Engine 183 - location unknown

Tower Ladder 18

2011 Sutphen 95' Aerial Tower



Tower Ladder 18 at wetdown 13 August 2011

Utility 5

2011 Ford F550 Fire Police & Light Rescue Truck



Utility 5 at Amawalk Firehouse
At wetdown 13 August 2011



Eng. 134 - the Diamond 'T' in operation at a brushfire. October 1947
The bell is now used as the ceremonial bell at the annual Benevolent Association meeting



1940 BUICK
Previously owned by Mahopac FD
AMB. 11 1953 - 1955



1951 CADILLAC
Previously owner unknown
AMB. 11 1955 - 1963





1963 CADILLAC

AMB. 11 1963 - 1970

The view at Lincolndale was much different prior to 1981



1970 CADILLAC

AMB. 11 1970 - 1975

AMB. 12 1975 - 1981

RES. 6 1981 - 1983



1975 CHEVROLET/HORTON As Amb. 11 at 1978 Inspection
 AMB. 11 1975 - 1981



1983 FORD/HORTON
 RES. 6 1983 - 1991



1986 FORD/HORTON
RES. 7 1986 - 1989



1989 FORD/MEDTEC As Res. 7
RES. 7 1989 - 1994
RES. 38 1994 - 1998



1991 FORD/HORTON As Res. 6
 RES. 6 1991 - 1999
 AMB. 36 1999 - 2000



1994 FORD/HORTON As Res. 7
 RES. 7 1994 - 1999
 AMB. 37 1999 - 2000
 80B2 2000 - 2003



1998 FREIGHTLINER/HORTON

RES. 36 1998 - 1999

AMB. 36 1999 - 2000

80B3 2000 - 2005



2003 FORD/PL CUSTOM

80B2 2003 - 2008



2005 FORD/PL CUSTOM
8083 2005 - 2010