



Third Alarm

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November - December 2020



Photographed in the summer, this is Kingston, Ontario's new fire boat. Known as Marine 241, the 2019 Metalcraft Marine 40 was built locally and has twin 1250igpm pumps. When it is in service, it resides at the Olympic Harbour Park Dock at 53 Yonge Street.
(Daniel Tastard-Homer photo)

To all of our members, subscribers and family members, happy holidays, Merry Christmas and all the best for 2021.

THIRD ALARM

Volume 50 Number 6
November – December 2020

**OFFICIAL NEWSLETTER
of the
ONTARIO FIRE BUFF ASSOCIATES**
(Incorporated in 1979)

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From the Office of the President...

Well, the year that wasn't, as far as organized buffing was concerned, is coming to an end and all we can do is look forward to a vaccine for the virus and a return to a semblance of normality. As outlined in the last issue there are a number of events planned for 2021 and we hope that they will be able to be carried out. In addition to 2021 being our 50th Anniversary year it will also be an election year for your executive board.

Longtime member Greg Scott of Owen Sound has volunteered to replace Larry Ward on the executive board and we welcome his input. Greg has also informed me that the display at the Grey Roots Museum in Owen Sound re the firefighting history of Grey County (see the September / October, 2019 Third Alarm) originally scheduled to end in May, 2020 has been extended to the spring of 2021. Visits are by appointment and can be booked online at greyroots.com. Best wishes for a speedy recovery are extended to member John Kennedy who underwent spinal surgery in October. In closing, on behalf of Rosemary, our family and the members of the executive board I want to wish each of you and your families a very Merry Christmas, Happy Hanukkah and a Happy and Prosperous New Year and I hope to see you at one or more of the photo tours in 2021 and also at our anniversary festivities next November. Until then, stay safe.

Bob Rupert

From our Membership Secretary

This is the final issue of The Third Alarm for 2020. By now you have all received your new membership cards and dues notices. Thanks to all those members who have already paid, several of whom have also paid for a year or two in advance. A special thank you to those of you who also made donations. They are very much appreciated.

For those of you interested in numbers, our membership stands at 108, slightly higher than last year. 100 are in Canada, from Newfoundland to BC, with an additional four each in the USA and UK. In addition to the membership, we also mail out a number of complimentary copies of the T/A to several clubs and fire service organizations. Approximately 45% now receive only the electronic version in lieu of paper, up 10% from last year.

With this being the last issue of the year, I would like to thank the members of the Executive and our Membership in general, for it is you who keeps the club going. As our President pointed out, this has been a very difficult year, with basically all functions having to be cancelled or postponed.

We look forward to 2021 with the hope that things will turn around and return to some form of normalcy. I wish each of you and your families the best for the Holiday Season and a Healthy, Happy and Safe New Year.

Robert Herscovitch

From the Editor...

As we cope with yet another lock down in many areas, and a very subdued holiday period, we look forward to next year's activities. This will be a banner year for the OFBA, fifty years young! The survey of previous tours and rosters continues, with plenty of photos. To that end, thanks to Gary Dinkel, Shane MacKichan, Terry Yip, Dave Stewardson, Ken Buchanan, Dean Nickerson, Bob Rupert, Ken Walton, Larry Ward, Daniel Tastard-Homer and Neil McCarten.

Thanks also to Battlesield, Dependable Emergency Vehicles, Pierce, and Fort Garry Fire trucks for photos. Thanks to Walt McCall for his Montreal ALF article and the photos with that, Dan Goyer for his Anderson Pacific story and to the photogs who contributed, as well to the CBC for their coverage of fire-related events. Info was provided by Ken Buchanan, Gary Dinkel, Doug Holmes and Dan Goyer, also by Dependable Emergency Vehicles, Pierce, Hub, Fort Garry, E-One, Carrier Emergency Vehicles and the Buffalo Fire Department Helmets and Hose Wagons.

Desmond Brett, Editor.

Jack Supple

It is with deepest sympathy Buffalo Fire Department Helmets and Hose Wagons announces the passing of Retired Division Chief John "Jack" W. Supple who passed away December 7, 2020 at the age of 92. Rest in Peace Brother, may you have Eternal Rest. Jack also served in the U.S. Navy and was a member of The Tin Can Sailors Association. His dad was a team driver for Buffalo Engine Co.13. Jack was an avid fire buff and model fire apparatus builder and a founding member of the Buffalo Fire Historical Society, he also wrote the History of the Buffalo Fire Department for the Department's Centennial Book in 1980. He also traveled to China and visited a Fire Station there. Jack was a member and was active in the Fire Bell Club of Buffalo and was in a Dennis Smith book: Firefighters Their Lives in their Own Words. Jack was in command of the tragic Propane Explosion at North Division and Grosvenor Streets in Buffalo on December 27, 1983 and his Brother 3rd Battalion Chief Harvey Supple was severely injured at the blast. Jack and his brother Harvey were big F.D.N.Y. buffs and frequently visited Big Apple firehouses he will truly be missed by many.

On behalf of the OFBA executive and membership, condolences and sympathy to his family and many friends.

Our historic tour roster dates from November, 1983; this was part of the Annual Meeting activities.



York Rescue No.10 was stationed at Headquarters, they had this 1980 Chev./ Dependable Heavy Rescue.



Aerial No. 1, at Station 1, ran this 1974 Ford/Pierreville 100' aerial, it had a 100 IGPM pump and 100 GWT.
(Photos courtesy Ken Walton)

CITY OF YORK FIRE DEPARTMENT APPARATUS ROSTER (Courtesy Third Alarm, October, 1983)

Station No.1 - 555 Oakwood Ave. (Bude St.)

| | |
|--------------|---|
| Pumper No. 1 | 1978 Scot/King 1050 IGPM 350 GWT Diesel |
| Pumper No. 5 | 1978 Scot/King 1050 IGPM 350 GWT Diesel |
| Aerial No. 1 | 1974 Ford/Pierreville 100', 100 IGPM 100 GWT Diesel |

Station No. 2 - 6 Lambton Ave. (Weston Rd.)

| | |
|--------------|---|
| Pumper No. 2 | 1980 International/Pierreville 1050 IGPM 500 GWT Diesel |
| Pumper No. 6 | 1978 Scot /King 1050 IGPM , 350 GWT Diesel |
| Rescue No.10 | 1980 Chev./ Dependable Heavy Rescue |
| Car No. 12 | 1978 GMC Suburban Command Vehicle |
| Pumper No. 7 | 1962 LaFrance Custom 840 IGPM 250 GWT Reserve |

Station No. 3 - 588 Jane St. (Page Ave.)

| | |
|--------------|--|
| Pumper No. 3 | 1973 Ford C-900 / King 1050 IGPM 500 |
| Aerial No. 3 | 1967 LaFrance Custom 100', 200 IGPM 150 GWT |
| Pumper No. 8 | 1962 International/LaFrance 840 IGPM 500 GWT Reserve |

Station No. 4 - 2016 Weston Rd. (Kings Cr.)

| | |
|--------------|---|
| Pumper No. 4 | 1977 Ford/Pierreville 1050 IGPM , 300 GWT |
| Aerial No. 4 | 1968 King Seagrave 100', 200 IGPM 150 GWT |

The 190 Firefighters of the City of York Fire Department are under the direction of Fire Chief Ron McCutcheon and Deputy Fire Chief Bernie Moyle. The department responded to 7209 alarms during 1982. All apparatus is painted fire department red and the radios operate on a frequency of 154.890 mhz.



Pumper No. 2 had this 1980 International/Pierreville rig, 1050igpm 500gwt. (Ken Walton photo)



Also in Station 2, Pumper 6 ran one of three 1978 Scot /King rigs on the York roster, 1050igpm, 350gwt.



At the time, Pumper 3 had this 1973 Ford C-900 / King pumper, 1050 IGPM 500.



Aerial No. 3 was a 1967 LaFrance Custom 100', 200 IGPM 150 GWT. (Ken Walton photos)



2020 Ford F250
Maranda Truck Caps
© Ken Buchanan Photo ©

It's all from Virgil this time, Station 3 now sports this 2020 Ford F250 pick up with back end by Maranda Caps. It is running as Squad 3, a rapid response vehicle.



1990 Fort Garry Spartan
1050-600 M4509
© Ken Buchanan Photo ©

This 1990 Spartan/Fort Garry pumper was just donated to the fire brigade in Sousa in the Dominican Republic. It was retired in 2018 from Virgil, it was running as Pump 3A. It has a 1050igpm pump and a 600gwt, s/n M4509.



1985 Superior-Ford
840-800 SE-650
Donated to Sousa Dominican Republic
© Ken Buchanan©

The Spartan is joining this sister truck, a 1985 Superior-Ford donated in 1994. The former Pump 3 has an 840igpm pump and an 800gwt, s/n SE-650. (Photos and info from Ken Buchanan)

Recently delivered in Ontario...



North Glengarry, ON T.2 (L) (BI)



Paisley, ON P.81, a 2020 International HV607 / HME Ahrens-Fox 1250igpm(W)/833gwt (DEV)



North Bay Pump 1, a 2020 Spartan Metro Star / Metalfab 1250igpm/800gwt/20gft

The Apparatus Floor...

Hamilton News: On Jan 1 2021, the former Engine 5 will be going back into service as Engine 5, it will be day manned Monday to Friday 8-4. Crews will pick it up at Stn 5 in the morning and proceed to Stn 17 where it will cover the Binbrook, Elfrida area then go back to Stn 5 for storage.

Also on Jan 1 another day crew will man Ladder 24 at Stn 24 Monday to Friday 8-4. After 4pm the ladder will once again be manned by the volunteers. As part of the 10 year plan a new hall is to be built in Elfrida and a second hall is planned for Waterdown. (From Ken Buchanan)

Halifax, NS has opened the new hall in Williamswood, at 2417 Old Sambro Rd. Station 62 is a two bay, drive through facility.

Following a five-year hiatus, **Saint-Eugène-de-Ladrière** has rejoined the SSI de MRC de Rimouski-Neigette. The MRC was created in 2008 and included eight services, Saint-Eugène returned to independence in 2016.

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

| | | | |
|--------------------------------|-------|------|---|
| Ottawa | L.53 | 2020 | E-One HR100 1333igpm/250gwt/100' |
| Ottawa | L.54 | 2020 | E-One HR100 1333igpm/250gwt/100' |
| McKellar, ON | T. 1 | 2020 | International HV607 / Fort Garry 500igpm/2000gwt |
| NOTL | S.3 | 2020 | Ford F250/Maranda Caps rapid response |
| Shebandowan | P161 | 2020 | International HV / Fort Garry pumper |
| Sudbury | L. 1 | 2020 | E-One Cyclone HP 100 100' rear-mount platform (SO#142545) |
| Woolwich Twp. (Maryhill) | T. 2 | 2020 | Spartan Metro Star / Dependable ?/2330gwt/16gft |
| Dryden | P.31 | 2019 | International HV607/Fort Garry 1050igpm/1000gwt/10gft |
| North Grenville (Oxford Mills) | | 2020 | Freightliner M2 106/Fort Garry pumper s/n J0100 |
| Batchawana | | 2020 | Freightliner M2 106/ Fort Garry 1050igpm/800gwt/25gft |
| LaSalle | R.203 | 2020 | Spartan Gladiator Evolution LFD / Carl Thibault 1500igpm/800gwt |
| McKenzie Clearwater Bay | P64 | 2020 | Freightliner M2 106 / Fort Garry 1050igpm/800gwt/25gft (SN J0090) |
| South Frontenac | T.331 | 2020 | Kenworth / Fort Garry ?/2500gwt (SN J0077) |
| Dutton-Dunwich | R. 1 | 2021 | Ram 5500 / 2020 Dependable walk-around light rescue |
| Smiths Falls | P821 | 2020 | Spartan Metro Star / Fort Garry 1050igpm/800gwt |
| Nibinamak First Nation | | 1987 | Ford F800/Superior 840igpm/1000gwt S/N SE853 (ex Nipigon Twp. ON) |
| North Middlesex | | 2020 | Freightliner M2 106 / Metalfab walk around rescue |
| Paisley and Area | P.81 | 2020 | International HV607 / HME Ahrens-Fox 1250igpm(W)/833gwt |
| Toronto | | 2020 | Spartan Metro Star / Dependable 2000gpm(D)/600gwt |
| Howick Twp. | | 2020 | Freightliner M2 106 / Dependable 1500gpm(H)/1800gwt |
| Meaford | A317 | 2005 | American LaFrance Eagle 1500igpm/300gwt/2x20gfts/75' LTI ex-NOTL |
| Darlington Nuclear | R. 3 | 2020 | Freightliner M2 106/Pierce rescue |
| North Bay | P. 1 | 2020 | Spartan Metro Star / Metalfab 1250igpm/800gwt/20gft |

BRITISH COLUMBIA

| | | | |
|----------------------------|-------|------|---|
| Hixon | E. 1 | 2020 | Spartan Metro Star/HUB 1050igpm/1000gwt/30gft /FP2002 |
| Sandspit VFD | | 2004 | International 7400 / Pierce tanker 300igpm/1500gwt/40gft(A) |
| View Royal | R.36 | 2020 | Spartan Metro Star LFD / SVI 18' walk-in |
| Kamloops Airport | | 2020 | Oshkosh Striker 1500 4x4 1650igpm/1250gwt/175gft/550#DC |
| Beaverly VFD | R.1 | 2002 | Ford F550XLT SD 4x4/ERS light rescue |
| Osoyoos Command 1 | | 2020 | GMC Sierra / Sigma Safety / Leer Canopy |
| Peace River (Charlie Lake) | E.1 | 2020 | Spartan RR/HUB engine |
| Kelowna | T.1 | 2020 | Freightliner M2 106 4x4 / Hub tender |
| Kelowna | T.4 | 2020 | Freightliner M2 106 4x4 / Hub tender |
| Castlegar | R. 1 | 2020 | Freightliner 114SD / Rosenbauer 1250igpm/500gwt/30gft |
| Prince George | | 2020 | Rosenbauer Commander 104' Cobra platform |
| North Cowichan | Tr. 6 | 2020 | Ford F-350 / Express Custom skid |
| North Cowichan | Tr.18 | 2020 | Ford F-350 / Express Custom skid, 18HP pump/150igwt |
| North Cowichan | Tr.27 | 2020 | Ford F-350 / Express Custom skid |
| North Cowichan | Tr.34 | 2020 | Ford F-350 / Express Custom skid |
| Nanose Range Test Facility | 5 | 2020 | E-One Typhoon 4x4 pumper |

Recently delivered in Alberta...



Didsbury, AB T.360, a 2020 Rosenbauer Commander 1250igpm/3000gwt.(SN 18085)



Acme, AB now has a 2020 Freightliner M2 106/Rosenbauer TME, 1100igpm/900gwt/20gft.



Carbon, also in Kneehill County, AB received a 2020 Freightliner M2 106/Rosenbauer rig, with an 1100igpm pump, 900gwt and 20gft. (Photos courtesy Rocky Mountain Phoenix)

Apparatus Roundup:

OUT WEST

| | | | |
|------------------------------|----------|------|---|
| Olds, AB | T660 | 2020 | Freightliner 114SD / Rosenbauer 625igpm/3214gwt |
| Kneehill County, (Carbon) | | 2020 | Freightliner M2 106 / Rosenbauer 1100igpm/900gwt/20gft |
| Acme | | 2020 | Freightliner M2 106 / Rosenbauer TME 1100igpm/900gwt/20gft |
| Torrington | | 2020 | Freightliner M2 106 / Rosenbauer 1100igpm/900gwt/20gft |
| Trochu | E.61 | 2020 | Freightliner M2 106 / Rosenbauer 1100igpm/900gwt/20gft |
| Didsbury | | 2020 | Rosenbauer Commander pumper 1250igpm/ SN 18085) |
| Mountain View County | T260 | 2020 | Freightliner 114SD / Rosenbauer tanker 625igpm/3260gwt |
| Mountain View County | T360 | 2020 | Freightliner 114SD / Rosenbauer tanker 625igpm/3260gwt |
| Stony Plain | E. 3 | 2020 | Spartan Gladiator/Fort Garry 1250igpm(W)/1000gwt/2x25gft JN 0066 |
| Cenovus Energy Foster Creek | | 2020 | Freightliner M2 112 / Maxi Métal 3000gpm/1500gwt |
| Airdrie | L.89 | 2020 | Pierce Impel Ascendant 1665igpm/390gwr/25gft/110' tower sn 34234* |
| St. Paul | | 2001 | Spartan Metro Star/Smeal 1250igpm/300gwt/75' SN106130 ex-Airdire |
| Athabasca County & Boyle | E.1 | 2020 | Freightliner M2 / Rosenbauer engine |
| Vermillion | | 2020 | Freightliner M2 112/Fort Garry 420igpm/3000igwt SN J0098 |
| Vermillion | | 2020 | Rosenbauer Commander R6008 1050igpm/400gwt/104' Cobra platform |
| Carstairs | L.170 | 2010 | Spartan Gladiator/Rosenbauer 1750/300/30F/115' T-Rex (ex-Lethbridge) |
| Rocanville, SK | Wildland | 2020 | Mahindra Roxor 4x4 off-road vehicle w/ skid |
| White City Mobile Operations | | 2007 | Freightliner M2/Medic Master ambulance (Ex-Seminole County, FL) |
| Humboldt | E.11J | 2020 | Freightliner M2 4x4 / Acres range tender 220igpm/750gwt |
| RM of Taché, Landmark, MB | T.2 | 2020 | International HV / Acres tanker 300igpm/2500gwt |
| North Norfolk RM (MacGregor) | | 1998 | Freightliner FL-112/Firehorse/Profire 300igpm/2500gwt (Ex-Abbotsford, BC) |

QUEBEC & THE MARITIMES

| | | | |
|---------------------------|------|------|---|
| Saint-Calixte, QC | | 2019 | Can-Am Defender MAX XT HD10 4x4 ATV off-road rescue |
| Vallée-de-la-Rouge | 618 | 2020 | Freightliner M2-112/Rosenbauer 1050igpm/2500gwt/30gft |
| Senneterre | | 2019 | Freightliner M2 106/Rosenbauer 1050igpm/1500gwt/20gft(A) |
| Joliette | 552 | 2020 | Ford F-550 XLT / Damris walk-around light rescue |
| Saguenay | | 2020 | E-One Typhoon 1250igpm/840gwt/25gft(B) |
| Manawan | | 2002 | Kenworth T300 / Pierce1050igpm/800gwt/15gft (Ex-Sainte-Hélène-de-Bagot) |
| Mercier | 221 | 2020 | Pierce MaxiSaber 7010 1250igpm(W)/1000gwt |
| Bulstrode | 705 | 2020 | Freightliner M2 112 / Maxi Métal 1050igpm/2500gwt/40gft |
| St-Polycarpe | 221 | 2020 | Freightliner M2 106 / Maxi Métal 1050igpm/1000gwt/30gft |
| Mont Laurier | 403 | 2020 | Pierce MaxiSaber 1250igpm/1000gwt |
| Montréal | 1680 | 2020 | International Durastar/Maxi air unit |
| Montréal | 4008 | 2020 | Pierce Arrow XT 6700 100' platform |
| Saguenay | 201 | 2020 | E-One Typhoon 1250igpm/840gwt/25gft(B) (SN#143473) |
| Saguenay | 203 | 2020 | E-One Typhoon 1250igpm/840gwt/25gft(B) (SN#143567) |
| Waswanipi | | 2019 | Rosenbauer 1250igpm/1100gwt/20gft |
| Val-des-Monts | | 1993 | E-One Hurricane 1250igpm/380gwt/35gft/75' ex-Plessisville |
| Simonds, NB | T. 1 | 2020 | International HV607 / Metalfab 420igpm(H)/1500gwt/?gft |
| Saint-François | | 2020 | Freightliner M2 106 / Pierce pumper |
| Saint-Calixte | | 2020 | Freightliner M2 112/Amiral AC2500-4/Maxi Métal 1050igpm/2500gwt |
| Balmoral | U. 2 | 2020 | International MV607 / Maxi Métal walk-in heavy rescue |
| Eureka, NS | | 2020 | Freightliner M2-106/Fort Garry walk-around rescue, 20' box |
| Kennebecasis Valley | T. 2 | 2020 | Freightliner M2 112 / Dependable tanker 500gpm(H)/1800gwt |
| Florence | T.22 | 2020 | International / Metalfab 1250igpm/1500gwt |
| Westmount | | 2020 | International / Metalfab 1250igpm/1500gwt |
| Martin's River | 831 | 2020 | Freightliner M2 112 / Fort Garry pumper s/n J0065 |
| Marion Bridge | E. 1 | 2020 | International MV / Metalfab 1250igpm/1000gwt |
| Centreville | L. 3 | 2020 | Rosenbauer Warrior 78' Viper Smart Quint 1250igpm/400gwt/20gft |
| Halifax | L. 3 | 2020 | 2020 Pierce Arrow XT 57001665igpm/250gwt/100' Ascendant tower |
| Charlottetown, PEI | E. 6 | 2020 | E-One Typhoon 1050igpm//860gwt/2x25gfts SN143409 |
| Summerside | P. 3 | 2020 | Spartan Metro Star/Fort Garry 1050igpm(D)/800gwt/10gft s/n J0118 |
| Little Bay, NL | | 2003 | Spartan Advantage FF / Metalfab 1050igpm/800gwt (ex-Bracebridge, ON) |
| Pouch Cove | | 2020 | Freightliner Fort Garry 1050igpm/1000gwt (SN J0079) |
| Marystown | R.6 | 2020 | Freightliner M2 106 / Metalfab walk-in rescue |

Recently delivered in British Columbia...



North Cowichan, BC Truck 18, a 2020 Ford F-350 / Express Custom skid, 18HP pump/150igwt.



Cowichan Bay, BC Tender 49, a 2020 Kenworth T800/Fort Garry pumper-tanker, 1050igpmPTO/2500gwt.
(Shane MacKichan photos)



Now with Beaverley, BC, this 2001 Ford F-550XL SD 4x4 / 2002 ERS rescue served as Vernon Rescue 1. (SN#J02651) (Bob Dubbert photo)

Recently delivered in Canada...



Verchères, QC Unité 211, a 2020 Pierce Saber/Maxi Métal, 1250igpm/1000gwt/30gft. (L'Arsenal photo)



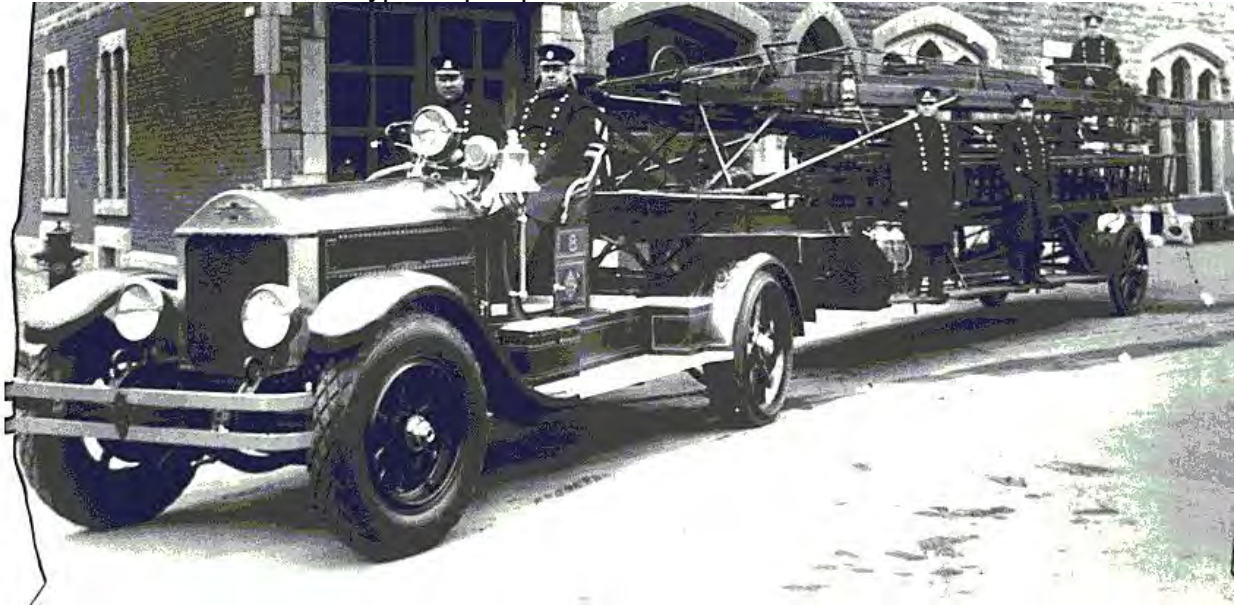
Martin's River, NS 831, a 2020 Freightliner M2 112/Fort Garry pumper s/n J0065 (Fort Garry photo)



Island & Barrington Passage, NS Ladder 3, a 2020 Rosenbauer Warrior 1250/400/20F/78' Viper aerial.



The 1925 LaFrance Type 45 pumper test/demonstration - Walt McCall Collection



One of two 1928 ALF tractors pulling a former horse-drawn W.E. Seagrave aerial. - Walt McCall Collection



One of the two 1929 ALF ladder truck tractors - Walt McCall Collection

MONTREAL'S (VERY FEW) AMERICAN-LaFRANCES

By Walt McCall

You would think that Montreal – for many years Canada's largest city – would have been a prime customer for Canada's largest motor fire apparatus manufacturer -- one with a Gallic name, at that. The fact is, however, the Service Incendies de Montreal (SIM) has purchased remarkably few pieces of American-LaFrance fire apparatus over the years.

Montreal was a major, fiercely loyal Seagrave customer, with purchases of 52 Seagraves between 1912 and 1962. They included : 12 pumpers, ladder trucks, hose and salvage rigs built by W.E. Seagrave Fire Apparatus of Walkerville (Windsor) Ontario; 20 Seagrave custom-chassis pumpers and tractor-drawn aerials purchased directly from the Seagrave Corporation of Columbus, Ohio between 1921 and 1929; two pumpers and three ladder truck tractors built by Seagrave Fire Engines Ltd. of St. Catharines ON in 1931 and 1934 respectively; 15 Bickle-Seagrave pumpers and aerials delivered between 1939 and 1954, a lone King-Seagrave – a 75' cab-forward service aerial purchased in 1962.

Montreal's first piece of motor fire apparatus was a W.E. Seagrave tractor placed under the city's 1897 American-LaFrance extra-first-size steamer in 1912. The SIM's first purchases from ALF's Canadian subsidiary, LaFrance Fire Engine & Foamite Ltd. of Toronto, were a pair of four-wheel ladder truck tractors delivered in 1928. Two Master Series ladder truck tractors followed in 1929. Another 32 years would pass before the next (and last) LaFrances were delivered to Montreal – two 900 Series canopy cab 100' service aerials with turntable levelling devices acquired in 1961 – for a grand total of just six LaFrances in all.

By the same token, Toronto was overwhelmingly an American-LaFrance city, with more than 100 ALF pumpers, aerials, city service ladder trucks, rescue squads and high pressure hose trucks purchased between 1915 and the 1990s.

There are two puzzling footnotes to this story. On June 2, 1925 an American-LaFrance Type 45 pumper was tested on Montreal's waterfront. Photos taken at this demonstration show four powerful streams arching skyward from the jetty. But the 800 igpm ALF had a rotary-gear pump: the SIM vastly preferred the rival Seagrave centrifugal. Another puzzle is found in ALF factory records that list the delivery of four ALF Type 217 tractor-drawn 75' aerials to Montreal – three in 1929 and another in 1930. We have been unable to find any record of any of these aerials in our own files, or in the voluminous, detailed records of highly respected MFD historian Pierre Gascon.

But wait a minute.... there's one more! Some of those who attended the 2019 International Fire Buff Associates IFBA Convention in Montreal last year photographed a 2001 American-LaFrance Eagle LTI 93' midmount aerial platform with four-door crew cab – shop #4008 on the SIM roster. So that makes a lucky seven. Vive LaFrance!



One of the two 1961 ALF 900 Series 100' aerials - Walt McCall Collection

A look back at a very successful tour in Southwest Ontario in July, 2004.
Point Edward, ON, 220 Michigan Ave.

| | | |
|-----------|------|--|
| Pumper #1 | 2002 | Spartan/Superior 1500/500/50F Pumper SN SE2821 |
| Pumper #2 | 1987 | Superior/Ford 8000 1050/700 Pumper SN SE803 |
| Unit #3 | 2000 | American Fire & Rescue/Kenworth Rescue Unit |
| Unit #4 | 2004 | GMC Yukon Chief's Vehicle |
| Unit #5 | 2003 | GMC Pickup Service Truck |



Point Edward, ON Pumper #1, a 2002 Spartan/Superior 1500igpm/500gwt/50gwt SN SE2821



Point Edward, ON Pumper #2, a 1987 Superior/Ford 8000 1050igpm/700gwt. (Larry Ward photos)



Point Edward, ON Unit #5, a 2003 GMC Pickup Service Truck



Point Edward, ON Unit #4, The Chief's Vehicle, a 2004 GMC Yukon 4x4



Point Edward, ON No.3, a 2000 American Fire & Rescue/Kenworth Rescue Unit (Larry Ward photos)

The international section, this time from Singapore.



Hazmat Support Vehicle 421, based at Tuas, built on an Isuzu chassis.



Hazmat Mitigation Vehicle 421, again based at Tuas, on a Mercedes



This is a 5th generation pump-ladder. PL421 also runs from Tuas Fire Station. Built on a Scania P320 chassis by Rosenbauer, it has a 4000LPM pump, 2400GFT, and 1200LFT. (Kenneth Lai photos)



CPL 421 is a Scania P410/Bronto Skylift FL60XR (195') tower with a 4000LPM pump.



This is a Scania 113 pod truck carrying Hose Relay Pod 441.



Another pod carrier, a MAN TGS, with a Foam Pod. (Kenneth Lai photos)



Engine 4 (Shwoob) 1987 Ford C/Thibault pumper, 840igpm/800gwt. (SN#T88-102)



Tanker 1 (Wainfleet), a 1990 Ford F-800/Smeal tanker, portable pump and 1500gwt.



Engine 1 (Winger), a 1996 Ford F-800 / Superior pumper 1050igpm/1000gwt. (SN#SE 1700)



Engine 3 - 1999 International / Superior pumper, 1050igpm/900gwt. (SN#SE 1957)



Wainfleet's Fire Chief used this 2004 GMC 4x4 pick-up.



Engine 2 (now Squad 1 at Winger) is a 2005 GMC C5500 4x4/Summit light pumper 420igpm/400gwt/30gft/CAFS. (SN 5101132) (Neil McCarten pictures).



Sarnia, ON Engine 2, a 1992 Superior/Pierce Arrow 1500/500/50' TeleSquirt



Sarnia, ON Engine 3, 1999 Superior/E-One Cyclone II Rescue Pumper 1500/500/20A/30B.



Sarnia, ON Engine 4, 1989 Amertek 1250/500 SN 032027 (Dean Nickerson photos)

SARNIA FIRE & RESCUE

Station 1 - 240 East Street North, Headquarters

Engine 1 1999 Superior/E-One Cyclone II Rescue Pumper 1500/500/308/20A SN SE 1998
Engine 4 1989 Amertek Pumper 1250/500 SN 032027
Rescue 4 2003 Spartan/Hackney Rescue Pumper 1050/300 SN 06F20027
Platoon Chief 3 Dodge 1500 Pickup

Station 2 – 666 Churchill Road

Engine 2 1992 Superior/Pierce Arrow 1500/500/50' TeleSquirt #SE1207

Station 3 - 1133 Colborne Road

Engine 3 1999 Superior/E-One Cyclone II Rescue Pumper 1500/500/20A/30B SE 1999

Station 4 – 1410 Wellington Street

Aerial 4 2000 Pierce Dash 1665/250/100' Aerial Platform SN 11332
Tanker 4 2003 S&S/Freightliner M2 106 Tanker 450/1800 SN 116140

Station 5 - 6360 Telfer Side Road, Bright's Grove

Engine 5 1990 Superior/Pierce Arrow 1050/500/50' TeleSquirt SN SE 9987



Sarnia, ON Tanker 4 2003 S&S/Freightliner M2 106 Tanker 450/1800 (Dean Nickerson photos)



Sarnia, ON Rescue 4, a 2003 Spartan/Hackney Rescue Pumper 1050/300 SN 06F20027



Sarnia, ON Aerial 4, a 2000 Pierce Dash 1665/250/100' Aerial Platform SN 11332



Sarnia, ON Engine 5, a 1990 Superior/Pierce Arrow 1050igpm/500gwt/50' TeleSquirt (SN SE 9987)(Dean Nickerson photos)



City of North Vancouver E 10, a 1989 Pacific PFC410: 1750igpmp ump/300gwt/45gft



Syncrude Unit 6, a 1989 Pacific 750igft/125 lbs Halon, 1250 lbs Purple K powder.



Vancouver's 1989 Pacific PFC 410 40M Bronto, this was assigned to Ladder 4 (Terry Yip photos)

A BAKER'S DOZEN: ANDERSON'S PACIFICS

By Dan Goyer

In the late '80s, Pacific Truck and Trailer- a well-known West Coast logging truck manufacturer, explored markets beyond just the logging industry. (Started in 1947, the company was purchased by International Harvester in 1970, it was resold in 1981, and Pacific closed permanently in 1991 –ed.). A Vancouver company, Ocean Concrete, was looking for a new type of heavy-duty concrete mixer – one with tandem front-steering axles. Pacific accepted the challenge and began to produce chassis for the concrete hauling industry. At about the same time, Anderson Engineering of Langley, B.C. was looking for a chassis manufacturer to supply heavy-duty chassis for fire apparatus projects Anderson was working on.

Anderson Engineering not only had a good working relationship with Pacific, but also with Bronto Skylift of Finland. An important privilege given to Anderson was the ability to mount, and demount, the Bronto units. This greatly speeded up the delivery process as the boom itself could be shipped from Finland and Anderson could mount it on locally-procured chassis built by Pacific. The lower cost of buying a Canadian-made chassis also meant the purchaser would save the 40% exchange rate on the Canadian dollar. Also, warranty work was local to both Anderson and Pacific. Once Anderson started to mount even larger booms, the cooperation of all three manufacturers would really come into play. Over a relatively short three-year period, Pacific produced thirteen chassis/cabs for some truly unique pieces of fire apparatus. The Pacific cab was distinguished by its low profile, squared shape and polished aluminum grille with "Pacific" etched vertically into one of the grille bars. Apparatus delivered by Anderson on Pacific chassis included three pumpers, one twin-agent unit, one tanker and eight Bronto platforms ranging in size from 28 to 50 meters in height. Unfortunately, Pacific went into bankruptcy and that ended the relationship Anderson had with a well-known local supplier.

Syncrude, a tar sands oil exploration and extraction company, purchased two Pacific-chassied Anderson rigs. Syncrude's operations encompass an oil extraction facility as well as a massive open-pit operation. Due to the large size of the complex, Syncrude maintains a very well-equipped industrial fire department.

The first rig Anderson delivered to Syncrude was based on a two-door Pacific chassis with single rear axle. This truck is primarily a dry chemical unit carrying 1250 pounds of Purple-K powder. The truck also carries a 125-pound Halon sphere and has a 750-gallon foam tank. The truck resembles a rescue unit with the exception of the twin agent turrets mounted above the cab.

The second Pacific delivered to Syncrude was also the last Pacific delivered. The "glider" rehab of a King CM-I chassis tanker resulted in a four-axle straight framed tanker.

Utilizing components from the existing tanker -- engine, transmission, drivetrain and water pump - Anderson built a massive new tanker based on a tandem steering front axle, tandem rear axle chassis with two-door cab. This impressive rig carries 5,000 gallons of water in an oval tank, has a 626 gpm midship-mount pump, carries 125 gallons of foam and has a roof-mounted Akron remote monitor for discharging foam and water.

Only three pumpers were delivered using the Pacific chassis. The North Vancouver City Fire Department took delivery of the first Pacific pumper in 1989. This smart-looking unit pumps 1750 imperial gpm and carries 300 gallons of water. It was repainted in a striking black-over-red color scheme. The other two Pacific pumpers were twins delivered to Ottawa. Both were assigned to two of the busiest halls in Canada's capital city. Originally delivered red, both were repainted white-over-red. Their pumps are rated at 1250 gpm and the trucks carry 500 gallons of water. The City of Ottawa received the largest number of Pacific-chassied fire apparatus built - six in all, including the two pumpers and four Bronto platforms of varying heights. Ottawa's first Bronto was also the largest ordered by the city.

The Ottawa Pacifics...



Aerial 1 had this 1989 Pacific/Anderson Engineering/Bronto Skylift 40-3T2



Aerial 3 had a 1990 Pacific/Anderson/ Bronto Skylift 33-2T1 (Terry Yip photos)



Aerial 12 also had a 1990 Pacific/Anderson/ Bronto Skylift 33-2T1. (Ken Walton photo)

Anderson Pacifics:

Anderson mounted a 40-meter 3T2 aerial platform on a three-axle Pacific chassis with Anderson bodywork. The next built ordered was a smaller 33-2T1. This unit differed from the first in that it was on a four-door chassis with different Anderson bodywork. The Bronto unit was of the telescopic tower design with an articulated fly boom, with the ladder walkway mounted on the right side of the boom. The last two Anderson/Pacific/Bronto units were twins delivered in the summer of 1991. On four-door chassis, these two Brontos were 28-2T1 models. Ironically, these two units spent most of their careers on the Ottawa Fire Department shrink-wrapped for long-term storage due to a financial crisis with the city. Both of these units were eventually sold to other departments.

The first Pacific-chassised Bronto was delivered to the City of Vancouver in March, 1989. This truck was designed to replace an aging Calavar Firebird 125. Although the Firebird itself was temperamental during the leveling phase of operation, firefighters quickly learned that it took consistent practice to be proficient in the operation of the new Bronto. Once the crews had received their 40 hours of training in operation of the Bronto, it was placed in service in one of Vancouver's busiest halls, No.2.

The City of Montreal ordered the first four-axle Anderson/Pacific/Bronto. This truck was different in many ways. Mounted on a two-door chassis, the truck was designed for a gross vehicle weight of 96,000 pounds.

The tandem front steering axle carries 36,000 pounds and the rear tandems 60,000 pounds. Mounted aft of the front stabilizer station was a Darley 1050 IGPM pump and above the tank were two foam tanks - a 50 and 100-gallon units. The foam system was installed because the Bronto was to be special-called to refineries within the Montreal mutual aid area. Each of the three-boom segments had at least one telescopic section as well. Mounted at the front of the platform are two Akron electronic monitors - one on each side of the platform.

Rouyn-Noranda, Quebec took delivery of the fourth Anderson/ Pacific/Bronto. Mounted on a two-door cab chassis, Anderson provided enclosed mother-in-law seats for the other crew members. Just aft of the cab is mounted the 1500 gpm pump. The 170-gallon water tank is mounted between the frame rails. A cabinet above the body deck carries 1,000 feet of 4" hose. Due to the overall length of the truck, the boom sits aft of the cab.

The eighth and last Pacific chassis Bronto built went to Saipan on the Island of the Marianas. It was another massive 50-meter Bronto mounted on a tandem front-steering axle chassis with a two-door cab. With a little more compartmentation than the Montreal units, the Saipan truck also had an exposed pump panel on the left hand side for the controls for the Darley 1050 IGPM midship pump. Similar in many respects to the 50-meter unit built for Montreal, it does not have foam tanks.

Pacific became an important player in the Canadian fire apparatus market at a time when Anderson Engineering was at its peak of innovation. As described here, both companies met numerous technical challenges to produce a quality finished product. Neither Spartan nor Duplex had built tandem front steering chassis for fire department use. Anderson was relying on Pacific's experience gained from producing the cement truck chassis to ensure that a quality chassis could be built to meet the rigours of fire service. This "baker's dozen" proves that a small company can indeed meet BIG challenges!





Ottawa Pump 2A, a 1991 Pacific/Anderson pumper, 1250igpm/500gwt.



Saipan: 1991 Pacific PFC 410/Anderson, 1050igpm, 50M Bronto



Saipan: 1991 Pacific PFC 410/Anderson, 1050igpm, 50M Bronto (wrapped) (TY)

Witnesses recall 'devastating' Metropolitan store explosion on 60th anniversary

Gas explosion killed 10, injured 100 on October 25, 1960

Dale Molnar · CBC News · Posted: Oct 23, 2020 7:48 AM ET | Last Updated: October 23



Walt McCall holds up a copy of the Windsor Star where he worked when the explosion occurred. (Dale Molnar/CBC)

Sunday marks the 60th anniversary of the devastating gas explosion that leveled the Metropolitan store in the 400 block of Ouellette Avenue in Windsor. Ten people died and 100 were injured, some seriously, in one of the worst disaster in Windsor's history.

"Hellish for something like that to happen. The last thing you'd expect on a beautiful fall day," said Walt McCall, who was a 22 year-old rookie reporter at the Windsor Star newspaper at the time.

It was a Tuesday. McCall was downtown shopping when he looked down the street to see smoke coming from the building. "The street was completely obscured by heavy smoke. I said, 'something's happened there.'" When McCall came on the scene he saw debris and bodies strewn all over Ouellette Avenue and debris blown across the street.

"It was horrific, the scene," said McCall. "And so you couldn't tell the dead from the injured. It was pretty awful."

Workers fixing the furnace in the basement had left a gas line open. It ignited and blew out the back wall, causing two floors to pancake into the basement. McCall said most of the deaths occurred near the back of the store where the lunch counter was. He and two other men jumped through a broken window and started digging through the rubble with their bare hands trying to free people who were trapped, including a woman who was pinned by a roof truss.

"Awful. And I thought she was dead. She came to and a doctor was able to reach in and get a needle — some painkillers. But she passed away before they could get her out," said McCall, who didn't have flashbacks of the horrific scene until just 10 years ago.



The rubble of the Metropolitan store on October 25, 1960. (CBC)

Dave Dunbar was a 20 year-old ambulance attendant with ABC Ambulance. He and his partner were the second ambulance on the scene.

"It was kind of overwhelming to see all the debris out on the road and people scattered all over the place," said Dunbar. "We had to do what we had to do and it seemed to come naturally at the time."



Rubble from the Metropolitan store gas explosion. (Walt McCall)

Dunbar said there were eventually about seven ambulances on scene. There were so many injured people they had to be transported to hospital by police cruisers or whatever other vehicles were available. Dozens of first responders and civilians pitched in to help.



Dave Dunbar poses with an ambulance in the late 1950s. (Dave Dunbar)

He said he transported eight people that day to three different hospitals in Windsor. He worked on the recovery operation for about nine hours, as digging for survivors continued into the night. McCall spent about three hours helping out but then even though it was his day off he decided to go into the Star covered in dirt and grime.

"The editor looked and said, 'where have you been? We've been trying to get a hold you all afternoon'", said McCall with a laugh, who explained he had been at the scene of the explosion. The editor ordered McCall to write a story on it immediately. He eventually won a Canadian Newspaper Award for his story. An inquest followed and the company doing the work on the furnace was fined. The store was eventually rebuilt but went out of business later. A fitness gym occupies the space now.

"To see death like that up close and personal like that it was quite a thing really," said McCall. "I don't wish that on anybody."

"Just hope we never see anything else [like it]," said Dunbar.

The Metropolitan explosion

THE WINDSOR STAR, FRIDAY, SEPTEMBER 3, 1993

(75TH ANNIVERSARY EDITION)

Rookie reporter part of story



WALT MCCALL: Rookie reporter after helping rescue trapped victims.

By Deborah Gunn
Special to The Star

Tragedy can happen anytime, anywhere.

On Oct. 25, 1982, a beautiful fall day, it happened at the Metropolitan Store on Charlotte Avenue.

Revisions were taking place in the basement of the building when, suddenly, a natural gas explosion ripped through the rear of the store.

As Walt McCall, a rookie reporter with The Windsor Star, checked his rear view mirror, all he could see were thick billows of smoke pouring over the street.

WITHIN MINUTES, he was participating in the top story of his career, one that was to win him the 1983 National Newspaper Award and the Western Ontario Newspaper Award for spot reporting.

"It was 2:18 in the afternoon," recalls the Chrysler Canada Ltd. public relations director. "I had only been working for the paper two months and it was my day off. Just as I passed the store, I heard a roar and then saw all this smoke. There was nowhere to park, so I had to abandon my car and run back a couple of blocks to the scene. The first people to emerge from the rubble were completely dazed. There were people sitting in the street, picking glass from their skin. My first thought was that there must still be people in there, so I and another guy decided to go in."

By the time the first emergency vehicle arrived, McCall was already feeling his way through the thick and confusing building.

"I VIVIDLY RE" "MEMBER the crying," recalls McCall.

"The fixtures were all blown out and there were sparks everywhere.

The worst area was at the rear of the store, where the lunch counter had been.

The explosion had caused people sitting at the counter to drop to the pavement and the other floors punctured on top of them. I was fairly small in stature, so I was able to climb into a hole close to the victims and start digging."

McCall remembers that as he poked through the plaster by hand, there were former overhead who would ask him what he needed.

"I remember that they offered to lend down a saw, but the space was so cramped. I asked them to break a saw in half instead. There was a kid down there, pinned under a woman who was obviously dead. I needed to cut through a belt to get him out. Eventually I squeezed through it and he was free."

"There was a woman hanging feet down over a beam. She was conscious, but in terrible pain. The firefighters handed me sedatives to give her, but I watched her life slip away. When she died, I had to go on to the next person."

BY 4 P.M. THERE were enough cars clogged in search for remaining victims, so McCall emerged onto a street filled with fire trucks and police cars.

"There was no way of finding my car," says McCall, "so I decided to walk over to The Star to see if the reporters needed any help with the story."

A team of reporters had been sent to the Metropolitan, but by the time they had arrived, the police had cordoned off the area and wouldn't allow them to get any closer.

"When I walked into The Star, covered in plaster, editor Bob Francis said, 'What happened to you?' When I told him that I had been helping out at the Metropolitan explosion, he told me to go to the photo department to have my picture taken and then to get writing."

"I was so lucky. I didn't have a desk. I finally found one with a typewriter and started typing in first person style. This was big time. The moment I finished a take, it was ripped out of my machine and I was on to the next. I never remember anything."

IT WASN'T UNTIL two days later that McCall realized that the store had been stilling while he worked those hours at the Metropolitan, and that he really could have been among the 118 injured or the 10 who died.

"You don't think of those things at the time," says McCall.

"The adrenaline is flowing and you're so busy. I hope I never have to go through another disaster like that. I still can't go past that building without remembering that day."

• Where: Metropolitan Store, 617 Charlotte Ave.

• When: October 25, 1982, at about 2 p.m.

• What happened: Blast caused rear wall to buckle, roof collapsed on more than 100 shoppers.

• Death toll: 10.

• Injured: More than 100.

• Coroner's jury charged gross negligence was involved in installation of a gas conversion furnace which contributed to the blast.

• Owner of plumbing firm involved was later charged. Arrested at day and given two-year suspended sentence.



Earlier this year, Rideau Lakes, ON acquired this 2019 International MV607/ Battleshell pumper, 1050igpm Hale pump, 1000gwt and 35gft with a FoamPro 2001 foam system.



Beckwith Twp., ON 131 is a 2020 Battleshell remount of a Carl Thibault pumper/tanker on a 2003 International 7400 chassis with a 1250igpm pump (Chassis and pump ex-Arnprior Fire Department) (Battleshell Industries photos)



Central Elgin bought this 2014 E-One Cyclone II 95' tower from Brindlee Mountain late last year. It features a 1750gpm Hale pump and a 500gwt. It is assigned as Aerial 1 in Port Stanley. (Gary Dinkel photo)



North Cowichan, BC Truck 6, a 2020 Ford F-350, back end by Express Custom.



For completeness, North Cowichan, BC Trucks 27 and 34, so far only Truck 18 carries a pump and water. (Shane MacKichan photos)





West Kelowna, BC E.33 West Kelowna, BC Engines 33 and 34 are both 2019 Freightliner M2-106 4x4/Smeal pumpers with 1050igpm pumps, 800gwts and 40gfts.



(Safetek photos)



Shuswap, BC (Sorrento) P.1, 2020 Freightliner M2 106 / Rosenbauer 1050igpm/1000gwt/20gft E.1 (RMP)



Whitecourt, AB, a 2020 Pierce Velocity 1665igpm/230gwt/20gft Ascendant 100' tower. (Pierce photo)



Bulstrode, QC Unité 705, a 2020 Freightliner M2 112/Maxi Métal pumper/tanker, 1050/2500/40.



Balmoral, NB Unité 02 - 2020 International MV607/Maxi Métal walk-in heavy rescue. (Maxi Métal)

Cochrane, Ontario Apparatus roster: Fire Station 1 - 23 5th Street, from Gary Dinkel

Unit 1 - 1929 Chevrolet (Parade)

Tanker 4 - 2008 Freightliner M2 106 / E-One 420igp /1540gwt

Unit 9 - 2001 Freightliner FL 80 / American LaFrance pumper 1050igpm/1000gwt

Unit 11 - 2009 GMC Sierra utility

Rescue 14 - 2012 Spartan Metro Star / Carl Thibault 1250igpm/800gwt/30gft

Unit 15 - 2017 Kenworth T270 / 1989 Dependable walk-in heavy rescue

2012 Jeep Patriot utility



Tanker 4 a 2008 Freightliner M2 106 / E-One tanker, 420igpm/1540gwt



Unit 9, a 2001 Freightliner FL 80 / American LaFrance pumper, 1050igpm/1000gwt. (Gary Dinkel photos)



Cochrane, ON Unit 11, a 2009 GMC Sierra utility



Rescue 14 - 2012 Spartan Metro Star / Carl Thibault 1250igpm/800gwt/30gft



Unit 15 - 2017 Kenworth T270 / 1989 Dependable walk-in heavy rescue

Ten series years....



Tara-Arran, ON Tanker 74, a 2010 International 7400/Dependable with a portable pump and 1800igwt.



Niagara on the Lake Pump 1, a 2010 Spartan Metro Star/Fort Garry rig, with a 1050igpm pump, 800gwt.



Pickering Rescue 55, a 2010 Spartan Gladiator/SVI heavy squad. SN#730 (Bob Rupert photos)