



Third Alarm

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September – October 2020



Fifty years ago Toronto went diesel with twin pumpers from American LaFrance on 1970 Ford C chassis. Pumper 5, seen here, and Pumper 4 were the last rigs the TFD bought from ALF. They had 1050igpm pumps and 400 gallon booster tanks. Every major piece the department ordered after that was diesel powered and several of the older pumpers and aerials were converted by the TFD shops. (SN F70-139) (Desmond Brett photo)

THIRD ALARM

Volume 50 Number 5
September - October 2020

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

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President's Message...

As you all know 2020 has been a write off with all of our club functions, including the collectibles show and annual meeting, cancelled due to the Covid-19 pandemic. We hope that things will get better and that we can take part in 5 photo tours next year along with the collectibles show and annual meeting on November 7th, 2021 plus our 50th Anniversary celebrations the same evening. With the annual general business meeting cancelled your executive board decided to send out the Minutes of the 2019 Annual meeting and the 2019-2020 financial statement with this issue for your review and any comments you may have. Official adoption of these documents will have to wait until the annual meeting in 2021.

Member and Board Director Larry Ward has decided to step away from his fire buffing hobby for medical reasons and we hope that he will return to us in the future. In the meantime there is an opening on the board of directors and your executive is looking for a volunteer to replace him. This is your club and it needs your help to carry on. Please think about it and contact one of the board members if you are interested.

Tentative photo tours for next year include those cancelled this year with the schedule looking like this;

May – Cavan-Monaghan, Peterborough and North Kawartha June – Hamilton (2 days)

July – Kingston

August – Kitchener

September - Port Hope, Cobourg, Hamilton Twp.

The IFBA Region 10 meeting was held on October 3 via video with some of our members taking part. Highlights are: the Bytown Fire Brigade of Ottawa is soon to be a member of the IFBA and Region 10; future IFBA conventions are: Ottawa – Sept 12-16, 2021, a joint convention with SPAAMFAA in Woburn, Massachusetts in 2022, Milwaukee in 2023 and Richmond, Virginia in 2024; Carolyn Wignall will be IFBA President for 2021 and Steve Garnett will continue on as IFBA Region 10 VP. The contract for the 2021 IFBA convention hotel has been signed and a Facebook page has been created. Rooms at the hotel are all suites and the rate will be \$169. per night plus taxes, breakfast included. Activities for the Ottawa convention include a full day with Ottawa Fire, a full day with Gatineau Fire, tours of the Bytown Fire Brigade museum, the Canadian War Museum and a stop at the Canadian Fallen Firefighters memorial.

Until next time, stay safe and I hope to be able to see you sometime next year.

Bob Rupert

From our Membership Secretary

Enclosed with this issue of The Third Alarm you will find your 2021 dues notice, so please make sure that you check the envelope carefully. Those of you receiving only the electronic version will receive the notice by regular mail . In the past, I have collected between 25 and 30 percent of the dues at the Collectibles Show and Sale, but obviously, this will not be possible this year because of the current Covid situation. So I will check our PO box on a more regular basis for your envelopes. Interestingly, within the last month, we received the last few outstanding 2020 dues and also, one for 2021, that always comes in first each year - thanks Lynn.

All members should be in possession of a copy of the 2019 Membership Roster, except for several of our newest members. You will receive your copy shortly. There have been a number of revisions and additions to this Roster, which was printed only a year ago, and which is normally re-printed every few years in book format. So, in the meantime, enclosed you will find up-dated information to add to your 2019 Roster, which will be incorporated into the next issue. We have done our best to track these changes. If you find any additional ones or something we have missed, please advise me as soon as possible, as we do issue periodic updates.

In closing, I would like to wish Member and Board Director Larry Ward good health and look forward to his return in the future. Also some sad news to pass on. I was recently informed of the passing of Ronald Biggs, who resided in Kitchener and was a long time member of the Fire Buffs.

We all look forward to better times ahead. Stay safe. Robert Herscovitch

From the Editor...

As we adjust to a year with no tours, no annual meeting and few station visits many thanks to Ken Buchanan, I am very grateful to those who are still able to shoot rigs and to those going through their collections so we can all enjoy lots of photos To that end, thanks to Gary Dinkel, Doug Holmes, Shane MacKichan, Dave Stewardson, Dean Nickerson, Bob Rupert, Will Brooks and Neil McCarten. Thanks also to Battlesfield, Dependable Emergency Vehicles, Pierce, Hub, Fort Garry, E-One, Carrier Emergency Vehicles, and 1200 Degrees for photos. Thanks to Walt McCall for his Windsor Update and the photos with that, 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 1200 Degrees.

Corrections: Hamilton Box 43A is actually a 1997 model, not 2012. The Hamilton Pump 3 is actually the second assigned to Pump 3 and is a 1965 Mack B-85 pumper, 1050igpm & 300gwt.

Desmond Brett, Editor, Third Alarm



Minutes of the 48th Annual General Meeting Held at the Toronto Fire Academy, November 2nd, 2019

President Robert Rupert welcomed everyone to the meeting at 13.06 hours and asked for a moment of silence to honour members John Holden and Dave Stewardson who both passed away this year.

During the President's opening remarks he mentioned that there were two Executive Meetings in 2019 which were held on March 3rd and September 15th, 2019.

There were 12 members who attended the I.F.B.A. convention that was held in Montreal in June. We self-nominated our three social media platforms for the I.F.B.A. Social Media Award. The Facebook page administered by Ken Buchanan, the website well looked after by Rob Simpson and the Third Alarm edited by Desmond Brett. We had five successful photo tours in 2019. May – Whitby, Port Colborne and the balance of Haldimand County organized by Ken Buchanan, July – two day tour of Brampton, August- Oshawa, September- Wellington North, Minto, Mapleton Township, Centre Wellington organized by Greg Scott. Thank you to Ken and Greg who made those arrangements.

The president welcomed our two new members Carolyn Wignall and Wayne Edward. He then introduced the other executive members who were present: Vice President Rick Loiselle - London, Membership Secretary Robert Herscovitch- Toronto, Treasurer Jim Stronach- Toronto, Secretary Greg Brown – Stoney Creek, Third Alarm Editor and Director Desmond Brett- Toronto, Director Robert Anderson- Cobourg. Absent – Director Larry Ward.

A list was passed around for members and guests to sign. The following members and guests were in attendance: Mike Johansen-London, Bill Middleton- St. Catharines, Richard Middleton- Welland, Dean Nickerson-Whitby, Gord Kirkpatrick- Oshawa, Ian Duke- Uxbridge, Gord MacBride- Markham, Steve Garnett- Montreal, Carolyn Wignall- Toronto, Gary Wignall- Toronto, Walt McCall- Windsor, Harold R. McMann- Toronto,

Minutes of the 2018 Annual General Meeting

The minutes of the 2018 Annual General Meeting held on November 3rd, 2018 were read by the Secretary and approved on a motion by Gary Wignall, seconded by Gord McBride.
Financial Report

The Treasurer reported that the club is doing well financially with a Bank Balance at the end of October of \$ 5,313.32 along with the G.I.C of \$ 5,000.00. Memberships dues totaled \$ 3,145.00. With a number of the members receiving the electronic version of the Third Alarm reduces the printing and mailing costs yearly. The Financial Report was approved on a motion by Mike Johansen and seconded by Dean Nickerson

Membership Report

The Membership Secretary reported that the club has 104 members, 97 in Canada, 5 in the U.S.A. , four in the U.K. We had lost four members and gained four. We have two new members as of today which revises the total membership to 106. We print approximately 100 copies of the Third Alarm with 33 receiving the paper version, 44 the electronic version and 27 receive both. Copies are also sent to various other clubs and departments.

The membership report was approved on a motion by Rick Middleton and seconded by Ian Duke.

Correspondence

The secretary reported we have received on behalf of the families of John Holden and Jean Smith thank you notes for the Memorial Donations made in memory of each of them. Also reported was letters of Thank You sent to each of the respective departments which were kind enough to host photo tours in 2019. A formal letter of resignation from our webmaster Rob Simpson has been received that became effective as of this Annual General Meeting. Also received was the amended I.F.B.A. Constitution and Bylaws which were voted on and passed at the convention in June. The secretary report on correspondence was approved on a motion by Mike Johansen and seconded by Carolyn Wignall.

Third Alarm

President Rupert thanked the editor for an excellent Third Alarm. Des wished to thank everyone for their contributions of photos and material and mentioned Walt McCall, Richard Middleton, Ken Buchanan and Dave Stewardson as key contributors. In celebration of the 50th Anniversary there will be a focus on older apparatus and rosters in a retrospective over the next 3 years. The January/February edition will have a tribute to Dave Stewardson of which Terry Yip has been a great assistance with obtaining material to be published.

Website

Robert Simpson has stepped down as webmaster as of today's date. Rob will give assistance to the individual who takes over. In the last 365 days there has been 18,919 visitors to the O.F.B.A. website with a total of 58,921 visits.

Special Events

Tentative photo tours for 2020 are as follows

May 2 or 23- Peterborough, Cavan-Monaghan Township, North Kawartha Twp.

June 13 and 14- Hamilton (confirmed)- Ken Buchanan

July 11 or 18- Kitchener and Waterloo- Gary Dinkel

August 15- G.T.A.A and Vaughan

September 12 or 19- Port Hope, Cobourg and Hamilton Township- Bob Anderson

I.F.B.A. Report

President Rupert thanked Steve Garnett for a very successful convention to which 12 members attended. Signal 51 was the recipient of the Media Award. Dave McDonald has stepped down as Region 10 President for this year for personal reasons. Steve Garnett will take his place in his absence.

Old Business

The 50th Anniversary Committee has been established and discussions about the challenge coin concept took place. The cost of the coins production as oppose to the revenue that may be generated. Resolved that we may be better to decide on an item such as a pen as a give away to commemorate our 50th Anniversary instead of an item that may be costly and not cover production costs.

A resolution to have the 50th Anniversary Dinner on the night of the Annual General Meeting on November 7th, 2021 at the Canadiana Restaurant and a motion to confirm the date and location was put forth by Greg Brown and seconded by Mike Johansen, carried. Desmond Brett confirmed reservations have been made for that evening at the Canadiana Restaurant.

The idea of having T shirts made with the O.F.B.A crest made that could be worn on the photo tours was brought forth to explore. Steve Garnett and Mike Johansen will be looking into the cost of having the shirts made.

New Business

Harold McMann encouraged the membership to think of joining the Toronto Historical Fire Society and in turn their membership may find an interest in joining the O.F.B.A.

President Rupert spoke on the establishment of the Dave Stewardson Award for Fire Photographer of the year, and re- establishing the awarding of the Fred Calder Award for Fire Buff of the Year. The photographer of the year award would be a self- nomination process and would be submitted to the judging committee by August 1st of the given year. The judging would be done by another fire buff club and the thought that the Pompiers Auxiliaires de Montréal would be an appropriate choice. A motion was put forth regarding the awards by Robert Rupert and seconded by Gord McBride, carried.

Election of Board of Directors:

The O.F.B.A. Board of Directors for the term of years 2020 and 2021 are as follows

President – Robert Rupert

Past President- Rick Loiselle

Treasurer- James Stronach

Secretary- Greg Brown

Membership Secretary- Robert Herscovitch

Director and Third Alarm Editor- Desmond Brett

Director -Larry Ward

Director- Carolyn Wignall

All positions, with the exception of the Directors position vacated by Robert Anderson were filled through acclamation. Carolyn Wignall agreed to fill the position vacated by Robert Anderson as Director.

Raffle Prizes

The awarding of the door prizes through a draw with tickets chosen by Gord Kirkpatrick resulted in the fire apparatus puzzle and books donated by Desmond Brett being awarded to Mike Johansen and the First Aid Kit and Fire Extinguisher donated by Cobourg Safety was awarded to Desmond Brett.

After inquiring if there was any further business and hearing of no one the President declared the meeting adjourned at 14.02 hours.

Greg Brown- Secretary, November 4, 2019

Revised - November 5, 2019 - RCR

The Apparatus Floor...

Essex, ON is going to build a new Station 2 at Malden Rd. North and County Rd. 15. The three-bay, drive-through hall will replace the old one at 2610 Essex Road 12 in Gesto and is expected to cost around \$3.4 million. The department has also ordered a new mini-pumper from Pierce to replace Rescue 3.

Six Nations update from Doug Holmes: The new tankers have 40 gallon foam tanks and are now in service in Stations 1 and 2. With Tanker 1 moved to Station 3, old Tanker 3 (1991 IHC/Robica Foreman Tank) has moved to Station 4 and the 1991 IHC/Dependable tanker that was in Station 2 is now a spare. Car 1 is now sporting a 2020 Ford Expedition Limited SUV and Car 2 now has their old vehicle. Old Car 2 was traded in. The department also purchased a new decon vehicle, a 2020 Ford Transit van, all black. Six Nations hopes to replace all three ALF pumpers by 2025.

This summer, **Georgina** has put into service a 32' Stanley Fire Rescue Landing Craft equipped with a Darley pump and removable monitor. It features a landing craft front so gear and personnel can be quickly off-loaded. It is powered by twin Yamaha 250hp outboards and is known as Marine 2. Pugwash, NS just acquired a boat of their own (see article on P.27)



Two new Halton fire halls at or near completion, above is Milton Station 5, at 7825 Louis St. Laurent Ave., below is Oakville Station 8, recently open for business at 3025 Pine Glen Rd. (Rob Simpson photos)



Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Thorold	P. 3	2020	Dodge 5500/ HME Ahrens Fox 1050igpm/250gwt Job # 23285,
Vaughan	PI.767	2020	Spartan Gladiator /Smeal 1665igpm/330gwt/15gft/100' (Ex-stock unit)
GTAA	Red 2	2020	Rosenbauer Panther 6x6 1750igpm(R/2500gwt/330gft/500 lbs PK/HRET
Georgian Bay Township		2020	Freightliner M2 106 / Fort Garry 1040igpm/800gwt
Sudbury	L. 1	2020	E-One Cyclone HP100 tower SO#142545
Leamington	142	2020	Pierce MaxiSaber 7010 walk-in rescue
Laurentian Hills	9822	2020	Ford F-550 / Battleshield walk-in rescue
Ottawa McDonald Cartier International Airport, Red 6		2020	Rosenbauer Panther 6x6 crash tender
Selwyn Township, Bridgenorth,	P.1	2020	Kenworth T370 / Carl Thibault 1050igpm/1150gwt/20gft
Champlain Twp. (Vankleek Hill)	VKHR2	2020	Freightliner M2 106/Lafleur walk-in rescue
Nipigon Township		2020	Freightliner M2 106 / Fort Garry 1040igpm/800gwt
Brampton	A208	2020	E-One Cyclone 1103igpm/400gwt/17gft/78' s/n 142512
Springwater	P.51	2020	Pierce MaxiSaber 1250igpm/840gwt/25gft
Howe Island		1996	Ford LS-8000F / Superior tanker PP/1800gwt ex-Perth East, ON
Belleville	643	2020	Freightliner 108 SD / Battleshield 2500g tanker
Georgian Bay Township	P. 1	2020	Freightliner M2 106/Fort Garry Crusader 1050igpm/800gwt sn M793
Alfred & Plantagenet		2020	Freightliner M2-106 / Battleshield 1050igpm(H)/850gwt
Rideau Lakes		2019	International MV607/ Battleshield 1050igpm(H)/1000gwt/35gft FP 2001 FS
McKenzie-Clearwater Bay	P64	2020	Freightliner M2 106 / Fort Garry 1050igpm/800gw/25gft

Recently delivered in Ontario...



Thorold, ON Pump 3 2020 HME Ahrens-Fox-Dodge 5500 1050igpm, 250gwt. Job # 23285,



West Lincoln Rescue 2 now has this 2020 Spartan Metro Star/Dependable 1050igpm, 750gwt and a 15gft. Job # 53302 (Ken Buchanan photos)



Brampton's new Aerial 208, a 2020 E-One Cyclone, 1103igpm/400gwt/17gft/78' s/n 142512 (Gary Dinkel photo)

Apparatus Roundup:

OUT WEST

Big White, BC	L311	2020	Rosenbauer Commander 7000 EZ-Trac AWD 1750/300/30F/75' Viper
Colwood	E.51	2020	Spartan Gladiator/ Hub 1750igpm/500gwt/2x25gfts (SO#1267)
Prince George		2020	Rosenbauer Commander 104' platform
Maple Ridge	E. 1	2020	Spartan Metro Star/Smeal 1750igpm/500gwt/2x25gft
Maple Ridge	E. 4	2020	Spartan Metro Star/Smeal 1750igpm/500gwt/2x25gft
Maple Ridge	T. 1	2020	Freightliner M2-112/Hub 840igpm/2500gwt/25gft(A)
Maple Ridge	T. 4	2020	Freightliner M2-112/Hub 840igpm/2500gwt/25gft(A)
Imperial Metals, Red Chris Mine		2020	Ford F-550 /Hub 250igpm/250gwt/10gft s/n 1258
Castlegar	R. 1	2020	Freightliner 114SD / Rosenbauer 1250igpm/500gwt/30gft
Duncan	Tr.2	2020	Ram 5500HD 4x4 / Versatile Technologies 95igpm/150gwt
Courtenay	B.17	2020	Chev Silverado 3500HD 4x4/Kimtek Firelite/CVFD 250/200/5fm
Chilliwack	Util.	2020	Ford F150XL 4x4 Pick Up/Leer Canopy
Grand Forks		2020	Freightliner M2-106/Rosenbauer 1500gpm/1000gwt/30gft
Okanagan Falls	Brush	2017	Ford F 550 XL/2020 FD shop PTO/200gwt
Houston	R. 1	2020	Freightliner M2-106/Hubheavy rescue
Lumby	B. 1	2020	Ford F/ITB wildlands
Shuswap VFD, Sorrento P.1		2020	Freightliner M2 106 / Rosenbauer 1050igpm/1000gwt/20gft
Christina Lake Marine	361	2020	30' pontoon boat, 630igpm pump
Elkford		2020	Spartan MetroStar /Metalfab 1050igpm/835gwt/20gft(A)/FP2002
Southside (Southbank)	E.11	2020	Freightliner M2 106 / Fort Garry 1040igpm/800gwt
Wembley, AB	E611	2020	E-One Typhoon pumper
Cochrane	RR151	2020	Ford F-550 / ITB light rescue
Olds	T.660	2020	Freightliner 108SD/ Rosenbauer 625igpm/3260gwt
Carstairs	T.160	2020	Freightliner 108SD /Rosenbauer 625igpm/3260gwt
Whitecourt		2020	Pierce Velocity 1665igpm/230gwt/20gft Ascendant 100' tower SN 34016*
Peace River		2020	Freightliner M2 106/Fort Garry tanker ?/1500gwt SN J0040
Vermilion River County		2020	Freightliner M2 112 / Fort Garry 420igpm/3000gwt JN 0098
Blackfoot FN		2009	Freightliner M2 112 / Fort Garry 420igpm/3000gwt SN M075 ex-Vermilion River
K+S Potash Mine, Bethune SK		2020	Ford F-550 / Acres light rescue
Ocean Man First Nation, Stoughton		1973	International CO600 /hibault 625igpm/500gwt/15gft (ex-Kamsack)
Waywayseecappo FN, MB		2018	International IHC 7400/ Fort Garry 1050igpm/1000gwt/25gft sn M886 (stock)

QUEBEC & THE MARITIMES

Verchères, QC	211	2020	Pierce Saber 6010 / Maxi Métal 1250igpm/1000gwt/30gft
Salaberry-de-Valleyfield	711	2020	E-One Cyclone HP100 tower 1750igpm/250gwt/100'
Richmond	261	2020	Freightliner M2 106 / E-One 1050igpm/860gwt/25Fgft
Caplan Emergency Unit	974	2005	Spartan Metro Star / SVI walk-in heavy rescue (ex-Calgary)
Gaspé (Cap-des-Rosiers)	347	2020	Freightliner M2 106 / Maxi Métal 1050igpm/1500gwt/20gft
Gaspé (Douglastown)	349	2020	Freightliner M2 106 / Maxi Métal 1050igpm/1500gwt/20gft
Maniwaki	601	2019	Kenworth T370 / Lafleur walk-in heavy rescue/command post
Prévost	1111	2020	Freightliner M2 106 / Rosenbauer 1050igpm/1250gwt/30gft
Roxton Pond - Sainte-Cécile-de-Milton			Unité 963 - 2020 Ford F-150 XLT 4x4 first responders
Beauceville	802	2020	Ford F-250 light rescue
Beaumont	302	2020	Ford F-550 4x4 / Rosenbauer mini-pumper 840igpm/250gwt
Prévost	1111	2020	Freightliner M2 106/Rosenbauer 1050igpm/1250gwt/30gft
La Tuque	602	2004	IHC 7400/E-One 420igpm/1200gwt, ex-St-Charles-Borromée (TechnoFeu refurb)
Saint John, NB		2020	E-One 1250igpm/1100gwt/50gft
Shippagan	R.10	2020	Pierce Saber/Maxi Métal heavy rescue
CFB Gagetown	Red 16	2020	IHC MV507 4x4/Fort Garry range tender 125/1000/20gft/CAFS SN J0112
Amherst, NS	E. 2	2020	Spartan Metro Star / Metalfab 1250igpm/1000gwt
CFB Halifax		2020	IHC MV507 4x4/Fort Garry range tender 125igpm/1000gwt/20gft/CAFS
Charlottetown, PEI	E. 1	2020	E-One Typhoon 1050igpm/860gwt/2x25gfts SN143157

Request for Information: Retired Etobicoke Firefighter and Fire Marshal's Advisor Ken Jones is looking for photos and information on the following Etobicoke apparatus from the 1970's. EFD Pumper 1 (LaFrance) which was located at Royal York and the Queensway area during the 70's. Truck 15 or Truck 16 which were small cube-type vehicles known as SCATs in the 70's. They were replaced by new rescues R1 and R2 in the 70's. If any of our members can assist him it would be much appreciated. He can be contacted at; kenstel@wightman.ca



Oakville's newest hall is a large one, with the apparatus bays around the back, invisible from the street. The station has a brand new pumper – 281, a 2020 Spartan Metro Star/Carl Thibault with a 1250igpm pump, 1450gwt and a 30gft. They are expecting to place a second rig and a district chief there in the future. (Ken Buchanan photos)



The apparatus bays at the back (above) and the perspective from the front where the crews exit.





Windsor's first Rosenbauer/Spartan, Engine 1, a 2003 model with a 1050igpm pump, 500gwt.



Engine 3 (now Engine 2), a 2010 Rosenbauer/Spartan, 1050igpm/600gwt.



Engine 1's 2013 Rosenbauer/Spartan at work, 2019 (Walt McCall photos)

WINDSOR: ROSENBAUER CITY

By Walt McCall

It's been awhile since we've had update on what's been going on down here in Windsor, so let's take a look, shall we?

With the delivery of another one in June – every front-line (and reserve) pumper on the Windsor Fire & Rescue Service roster is now a Rosenbauer. Similarly, all four of the city's aerials are also from a single well-known American manufacturer – Sutphen.

Over the years Windsor Fire/Rescue has purchased no fewer than 10 Rosenbauer pumpers – most of them on Spartan Gladiator chassis. The two most recent deliveries are Rosenbauer Commanders, built on the company's proprietary custom chassis. All have rear-mounted 1050 gpm pumps, with the pump control panel behind a rollup door on the left rear of the apparatus. All have 500-gallon booster tanks except for Tanker 5 which has a 1,000-gallon tank.

Windsor's first Rosenbauer/Spartan pumper was delivered in 2003. It originally ran as Engine 1 but later saw service as Engine 8 before becoming a spare. Two more Rosenbauer/Spartan pumpers were delivered in 2008 and went into service as Engines 3 and 4. Three more were added to the WFRS roster in 2010 – two pumpers (Engines 2 and 7) and a 1050/1000 pumper/tanker (Tanker 8). Yet another pair of Rosenbauer/Spartan pumpers – Engines 1 and 5 -- were delivered in 2013. Windsor's next "Rosie" was a 2017 Rescue Pumper built on Rosenbauer's stylish Commander chassis with sloped horizontal grille and huge single-piece windshield. The most recent delivery, earlier this year, was a 2020 Rosenbauer Commander pumper which was placed into service as Engine 6 in late June.

The original 2003 Rosenbauer pumper and one each of the 2008 and 2013 deliveries are now running as spares. The 2003 pumper will be retired and sold. The only non-Rosenbauer pumper on the WFRS roster is a lone 2007 Pierce Velocity, now also a spare.

One of the world's oldest and largest fire apparatus manufacturers, Rosenbauer traces its origins all the way back to 1866 in Linz, Austria. Although its products are well known in Europe and around the world, the company didn't enter the highly competitive North American fire apparatus market until 1995 when it formed an alliance with two Midwestern U.S. firms – General Safety Equipment of Wyoming, Minnesota and Central States Fire Apparatus of Lyons, South Dakota, as well as aerial ladder maker RK Aerials of Fremont, Nebraska. All three of these operations were consolidated under the Rosenbauer America banner.

In 1998 Windsor purchased five Sutphen Aerial Towers – three 95' quints and two 70-foot Mini-Tower quints. In 2013-14 all five were retired and replaced by four new Sutphen Towers – two 95-footers and two 70' mini-tower quints. Besides the Rosenbauers the only other piece of apparatus Windsor has purchased recently was a new Emergency Support Unit on Kenworth conventional chassis with Hackney body which went into service in mid-2019, replacing a 2000 Saulsbury/Spartan ESU.

In a major fire station relocation program, Windsor Fire & Rescue has opened three large new fire stations in recent years– Station 7 on Lauzon Rd. on the city's east side (2012); a new Station 6 and Emergency Command Centre on Division road (2017) and a new Station 5 (2018) on the west side of the city. Plans are being made to replace and relocate the present Station 4 near the University of Windsor. Windsor Fire & Rescue is under the command of Chief Steven Laforet, and the city's firefighters are represented by the Windsor Professional Fire fighters Association, Local 455, IAFF.



Tanker 8 - (now Tanker 5), a 2010 Rosenbauer/Spartan 1050/1000 Pumper/Tanker.



Rescue 3, a 2017 Rosenbauer/Commander 500/500 Rescue/Pumper.



Engine 6, a 2020 Rosenbauer Commander, 1050igpm/750gwt (Walt McCall photos)



Truck 7, a 2013 Sutphen 1050/300/95' Aerial Tower Quint, one of two.



Truck 3 (now T23) 2013 Sutphen 1050/300/70' Mini-Tower Quint, also one of two.



ESU-1, a 2019 Hackney/Kenworth Emergency Support Unit (all photos, Walt McCall).

Our feature article this month is on Anderson Engineering, a prolific BC manufacturer founded in 1972 which closed twenty years ago in November, 2000. They were probably best known as the Bronto distributor for North America and constructed a huge variety of fire apparatus.



80' High Ranger platform for Port Coquitlam on a 1980 Freightliner FLL chassis that included a 1050 pump and 250 gallon water tank.



Vancouver Shop# A9155, a 1987 International CO1950B with 1050/300/20 specs.



Collingwood Unit 7 on a 1987 International S2674 chassis, 1250/150/90' Bronto



Port Alberni BC Pumper 1 on a 1991 White GMC WX42 with 1050/500 specs.



Westmount QC had a 1992 Duplex chassised pumper, 1250/500



Abbotsford FT# 01 was a 1993 Freightliner FL70, 1050/500/30



Smithers BC had this 1999 Mack MR688 engine that came with 1050/1400/20A/30B specs.



Snohomish County Fire District 1 in Washington State (1 of 2 built) 1982 build using a fire department supplied 1974 Ford C chassis, 840igpm/500gwt.



During 1994 AE supplied this Simon Duplex D9681 truck with 1050 GPM pump and 50 M Bronto to the Island Nation of Guam. No water or foam on this truck though.



1This is a 1994 Western Star Bulk Foam carrier that was sent to Kuwait It had a 500 GPM transfer pump and 3000 gallon foam tank.



This Western Star pumper was also sent to Kuwait but I am missing the specs.



Freeport Mines, Indonesia 1995 Western Star 4x4 1250/500 (US Gallons)

A longer look at CFB Petawawa, they have three stations covering 300 sq km. Currently, the base is home to the Royal Canadian Regiment as well as armoured, artillery and engineer units. Station 1 is structural, Station 2 is airfield and Station 3 is wildland. They have been home to a huge variety of apparatus as you will see here looking back at 2007...



Assigned to Station 1, this old Red 2, a 1996 Pemfab T964/Tibotrac quint, equipped with a 1050igpm pump, a , 500gwt and a 75' aerial.



The new Red 2, still in service, a 2006 E-One Cyclone II/Bronto with a 1750igpm pump, 3500gwt, 45gft and 114' tower. This is the typical aerial device now in use at most DND facilities. (Dean Nickerson photos)



Rescue 5, a 1997 Ford F450/Davtair rapid response with a 250igpm pump, 225gwt and 15gft with 200lbs PK.



Red 9, a 2000 Waltek P4-6000, 1050igpm, 1250gwt and 95gft.



Red 11, a 1993 Oshkosh TA1500C, 1250igpm, 1320gwt and 77gft.



F6, a 1982 GMC MLV 6x6 converted to a range tender by the base, 250igpm, 300gwt, CAFS.



F7, another range tender, this is a 2003 Valmet 644/Davtair 4x4, 250igpm, 1500gwt and 65gft.
(Dean Nickerson photos)

A look back at Uxbridge, circa 1995.



Uxbridge Unit 3, the Parade Unit, a 1941 Chevrolet/Bickle hose wagon



Uxbridge Unit 6, a 1987 International CO1950B/Thibault, 840igpm pump/750gwt



Uxbridge Unit 7, a 1992 GMC/Dependable step van rescue (Desmond Brett photos)

Eel Brook Fire Dept. Needs New Trucks

Yarmouth, NS, Canada / Y95.5 [Sean MacLellan](#)

Sep 9, 2020 6:14 PM



(Y95 news photo)

The Eel Brook Fire Department is in need of a new truck. The department lost a truck in January and another is near the end of its life.

Chief Jonathan LeBlanc made a presentation to council in the Municipality of the District of Argyle Tuesday night looking for support, telling them that only one of their vehicles is within acceptable standards.

"Our tanker has four years left on it as a primary responding vehicle. The rest of our vehicles are 34, 32 years old, and one that we're currently waiting to replace. Our number one concern has to be our new firehall. Any extra money that we have coming in, any fundraising, it all has to go to that."

The department is getting full replacement value for the truck they lost and they are now hoping replace it, along with their rescue truck, and buy one vehicle to replace both at once with one vehicle.

"There's four extra items on this truck that we did not have previously. One is a front hose line, which, for any small grass fires or wild land fires, vehicle fires, trash fires, it's much more versatile, much quicker to react, and it saves us a lot of time. One other thing is a back-up camera, which, you know, with the size of the trucks just getting bigger, it's just for added safety. We'll now have air conditioning in our passenger compartment that we didn't have before. That was just because it came with the heating system, it's a combination system. The only other thing we were adding is increase in size to our cascade system. What our cascade system is, it's the system we use to fill our air bottles for our breathing air. Our old system was capable of handling 3600 psi...the new system we're looking at, we want to increase that to 6000...reason being, most departments in the area are starting to switch to 4500 psi air bottles on their backs and we did not have the ability to fill them, so it's not a huge drastic cost, it's just a matter of increasing the bottle sizes so they're a little bit bigger and they can handle the extra pressure."

LeBlanc says combining the need into one vehicle right now, there would be a significant saving in cost to the ratepayers over the years.



Shuniah, ON No.55, a 2020 International HV/Acres tanker (Shuniah F.D. photo)



Leamington, ON Rescue 142 2020 Pierce MaxiSaber 7010 walk-in rescue (Leamington Fire Svc photo)



Selwyn Twp. (Bridgenorth) P.1, 2020 Kenworth T370 / Carl Thibault 1050igpm/1150gwt/20gft (C. Thibault)



Delivered last year, this is Lincoln, ON Pump 621 in Campden. The 2019 Spartan Metro Star/Smeal pumper has a 1500igpm pump, 800gwt and 25gft. (Ken Buchanan photo)



Beaver Creek, BC E. 55 (BCFR)



Colwood, BC E.51 2020, Spartan Gladiator/ Hub 1750igpm/500gwt/2x25gfts (SO#1267)Hub)



Vermillion River, AB, 2020 Freightliner M2 112/Fort Garry 420igpm/3000gwt (Vermillion River)



Olds, AB Tender 660, a 2020 Freightliner 108SD/ Rosenbauer tanker, 625igpm/3260gwt. (Olds FD photo)



K&S Potash, Bethune, SK, now has a 2020 Ford F-550 / Acres light rescue. (Acres Fire Trucks photo)



Ritchot, MB's new rapid response unit, a 2020 Dodge Ram 5500/Fort Garry light rescue.
(Ritchot Fire service photo via Fort Garry Fire trucks)



Gaspé, QC 347 & 349, 2020 Freightliner M2 106/Maxi Métal 1050igpm/1500gwt/20gft. (MMFT)



Prévost, QC 1111 is a 2020 Freightliner M2 106/Rosenbauer pump, 1050igpm/1250gwt/30gft (Aerofeu)



Lunenburg, NS Engine 2, a 2020 Pierce Maxi-Saber, 1500gpm pump, 1500gwt (Will Brooks photo)

Pugwash fire department gets long overdue rescue boat

Department has relied on other boats while responding to water rescue calls

CBC News · Posted: Sep 23, 2020 6:00 AM AT | Last Updated: 4 hours ago



The new Pugwash rescue boat arrived at the fire hall on Monday. It will be tied up at the Pugwash Yacht Club. (Andy Yarrow)

Long overdue. That's how Pugwash, N.S., fire Chief Andy Yarrow describes the new rescue boat his department now has as part of its equipment.

The boat, a 6.7-metre rigid-hull inflatable with a 150-horsepower outboard motor, was delivered to the fire hall Monday evening.

"They pulled up into the driveway with this boat on the back and it was just everything we had wished for," said Yarrow.

Yarrow said anyone who might run into trouble on the Northumberland Strait in the Pugwash area will now have a better chance of survival because the new boat will greatly decrease the time it takes to respond to someone in distress on the water.

The Pugwash Fire Department has already had five calls this year for water rescues and have had to rely on other boats being available to assist them.

The new vessel will also be able to help in shallow water rescues in rivers in the area.

"The inflatable piece sits right on top of the water and there's not much of the rigid hull underneath," said Yarrow. "The propeller of the motor doesn't go in too far either, maybe two feet."



The population along the Northumberland Strait shoreline in Cumberland County grows in the summer months as people flock to cottages, provincial parks, campgrounds and beaches in the area. (Paul Palmer/CBC)

The \$90,000 boat was purchased locally at Cobequid Mountain Sports in nearby Collingwood Corner.

The fire department has been fundraising for several years to get the new boat. A serious fire back in 1984 was the moment when the former fire chief knew a rescue boat was badly needed.

"It was a big yacht that had gone by the harbour and it caught fire," said Bob Messenger, who was Pugwash fire chief from 1978 to 1998. "By the time we got anywhere with it, it burned right down to the waterline and it sank."

Messenger said a nearby lobster boat was able to take the people on board the yacht to safety.

The new rescue boat will be tied up at the Pugwash Yacht Club, which has offered free space in order for the rescue team to gain quick access to the water.

"Now we're independent, we have our own craft that's going to be available 24/7," said Yarrow.

The rescue boat was ordered last winter but the manufacturing of the vessel was delayed due to COVID-19.

A further collection of Anderson products....



Kamloops BC S1 1985 Anderson Int'l Cargostar 1050/500/30 (Dave Stewardson photo)

As was obvious from the first collection, Anderson sold mostly out west, especially British Columbia. Understandably, they comparatively fewer units in Ontario and Quebec with one major exception: the City of Montreal. The SIM started in 1985 with an International S1900 4x4 / Anderson / Bronto SkyLift 75' squirt, the first such unit in Canada. They were so taken with this they ordered two 90' Brontos in 1988, and then a massive, four-axle 1989 Pacific PFC41 / Anderson / Bronto SkyLift 50-3T3 tower, which, at 162' was the tallest unit on the continent. That same year, they also received three more 90 footers, all on Freightliner FLL6342 chassis. None of these rigs had pumps or water on board. The next year, they got five more towers, all 90', this time on FLL6304 chassis. Suburban Pointe Claire ordered a 95' unit in 1991, and Westmount bought an Anderson pumper the next year. Montreal's enthusiasm soon extended to pumpers and aerials as well. They went for four Seagrave 110' trucks mounted by Anderson on the Freightliner FLL6342 chassis in 1992, and matched this with an order for ten Freightliner FLL6342S / Anderson pumpers, with 1050igpm pumps and 500gwts. Finally, they received a pair of International 4900 / Anderson walk-in heavy rescue/air supply rigs in 1993, making a total of 28 Anderson built apparatus in just eight years.



7019, the 1989 Pacific PFC41 / Anderson / Bronto SkyLift 50-3T3 tower. (Desmond Brett photo)



Autopompe 279, a 1992 Freightliner FLL6342S / Anderson pumper, 1050igpm/500gwt.



At the old SIM shops, a 1990 Freightliner FLL06304 / Anderson / Bronto 90' platform (D. Brett)



1992 Freightliner FLL6342 / Anderson / Seagrave 110' aerial (Desmond Brett photo)



Sainte Foy QC 1992 Anderson Duplex 1250igpm/700gwt/35gft. (Dave Stewardson photo)

In the GTA, Mississauga took the plunge first, with three Mack MC chassis pumpers in 1986. Several more Ontario services followed suit and Mississauga bought another pumper, a Bronto, and also had Anderson convert a Pemfab aerial chassis with another Bronto. Although Toronto did have two Brontos built by Anderson, Etobicoke was the only Metro department to get anything else, buying no fewer than seven Anderson pumpers on three different chassis: two on Mack MRs in 1988, another pair in 1990 on Peterbilt LFC 320s, then a trio in 1993, all on Duplex D500 frames. These were absorbed into the new Toronto Fire Service in 1998, photos of the three different types follow...



Toronto ON Pumper 445 1988 Mack MR/Anderson 1050igpm/600gwt.



Toronto Training Pump 6, 1990 Peterbilt 320/Anderson. 1050igpm, 500gwt.



Toronto ON Pump 431 1993 Duplex D500 Vanguard/Anderson, 1050igpm/ 500gwt.
(Desmond Brett photos)



Toronto ON, the 1987 Mack MR/Anderson/Bronto 1050igpm/300gwt/91' tower. (Desmond Brett photo)



Thunder Bay ON Pumper R2, a 1985 Anderson Int'l CO1950B 1050igpm/500gwt, the first apparatus sold in Ontario. (Dave Stewardson photo)



Stoney Creek, ON 1992 Duplex D9400X / Anderson pumper (1250/600) (Terry Yip photo)

WATERLOO ONTARIO FIRE DEPARTMENT (1981) from the Third Alarm, 1982, No.1

Fire Chief J. Staller, Deputy Fire Chief C. Waurechen
Department strength - 69 Total Alarms, 1981 - 620
Radio Frequencies: City./County – 154.010, FMO – 154.070

STATION NO. 1 - 216 Weber Street North south of University Avenue East (HQ)

Unit No.12	1973	King-Seagrave/International 1050 Canopy Cab Pumper
Unit No. 5	1967	King-Seagrave/Ford 100' Canopy Cab Aerial
Unit No. 8	1968	GMC Kurbmaster Emergency Unit
Unit No. 3	1966	King-Seagrave/Ford. 840 GPM Pumper (Spare)

STATION NO. 2 - 90 Westmount Road south of University Avenue West

Unit No.1	1978	King-Seagrave/Ford. 1050 IGPM Diesel Pumper Auto.
Unit No.10	1973	King-Seagrave/Ford 1500-Gal. Tanker, 200 GPM
Unit No.2	1948	Lafrance Custom 700 Series Open-Cab 625 GPM Quad



Unit No.1, a 1978 Ford /King 1050igpm pump, 500gwt.



1967 Ford C / King Seagrave 100' aerial (Larry Ward photos)



Unit No. 8, a 1968 GMC Kurbmaster Emergency Unit



Unit No.10, a 1973 King /Ford, 200igpm pump, 1500gwt



Unit No.12, a 1973 King /International 1050igpm pump, 600gwt. (Larry Ward photos)

Ten series years....

Looking back 30 years at some styles no longer produced, including two from the Capital region...



Scarborough, ON Aerial 7, a 1990 E One Hurricane quint, 1050igpm pump, 160gwt and 110' stick.



Gatineau, QC, a 1990 Mack MC/Thibault 1050igpm/750gwt/100gft



Gloucester, ON #629 a 1990 GMC White/Superior pumper, 1050igpm/500gwt/40gft.
(Dave Stewardson photos)