



Third Alarm



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November - December 2013



Another nice shot from the summer's centenary parade at Pierce, this heavy squad was then delivered to Morinville, AB. Rescue 5 is a 2013 Pierce Quantum walk-in rescue. (Dan Jasina photo)

Change at the helm: For those of you who didn't attend the 2013 OFBA AGM, we have a new president, former secretary Robert Rupert. Bob is a retired Fire Chief (St. Catharines) and also founding member of the Regional Niagara Fire Buffs as well as a long time OFBA member. He also edited the RNFBA Booster Line and served on a number of executive positions in that club. We also welcome Mike Gough of Aurora and Larry Ward of Newmarket to the exec. Mike is replacing Bob as secretary, Larry will serve as a director. We thank outgoing president Rick Loiselle and outgoing events coordinator Herb Galloway for their outstanding contributions to the club. On behalf of the executive and the Third Alarm "Staff", I wish you all a happy holiday, a Merry Christmas and an enjoyable and safe 2014.

THIRD ALARM

Volume 43 Number 6
November-December 2013

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

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President's Message...

Greetings from Keswick. It is hard to believe but another excellent year of buffing in Southern Ontario has come to an end with five well attended photo tours and a most successful Fire Services Collectibles Show and Sale along with our Annual General Business Meeting and Election of Officers on November 2. Once again, Activities Director Herb Gallaway did an excellent job of lining up the photo tours, with only one glitch, in August, when only 3 of 7 departments contacted agreed to our visiting resulting in the cancellation of the tour. All of the others, starting with Pickering-Ajax and ending in the Orangeville, Shelburne area were very well attended even though the weather did not always cooperate. Many thanks to Herb and his helpers for another successful year of photo tours. In addition, at least 6 OFBA members attended the 60th Anniversary IFBA Convention in Milwaukee in July where a good time was had by all.

There were a number of new vendors at the Collectibles Show and a good crowd of visitors to look over and make purchases. For the past 2 years the executive board decided to place an ad in the Woodbridge Advertiser and it seems to have paid off with new vendors and visitors each year. We look forward to doing the same next year and encourage our members to make the trip to Toronto on November 1 to see what collectibles are available and join us at the Annual Meeting.

With both Rick and Herb stepping down from the Board of Directors, 2 new faces have been added to the executive. Larry Ward, who lives in Newmarket, Ontario, is a former volunteer firefighter in Vaughan and retired TTC bus driver. Our new Secretary, Mike Gough, lives in Aurora, Ontario, has been interested in the fire service his entire life and drives buses for a living. We welcome both to the Board.

With 2 new members on the Board, member Ken Buchanan has volunteered to help organize next year's photo tours, starting with West Niagara in May. Ken has lined up what looks like an interesting set of tours and I look forward to attending them and visiting with the members in attendance.

Before closing out this column I would like to extend a hearty thank you to both Rick and Herb for their many years of commitment to the OFBA and best wishes to both for the future. I hope that we will see both of them at the photo tours and, perhaps, back on the Board sometime in the years to come.

On behalf of my wife Rosemary and your Board of Directors, I would like to take this opportunity to wish all of our members and readers a very happy Holiday Season and a very Happy New Year. See you in 2014.

Bob Rupert

From our Membership Secretary...

It's hard to believe that another year of buffing is all but over. The Annual Meeting and Collectibles Show have come and gone, along with five great photo tours. A number of vendors that attended for the first time last year, returned again this year to join our regulars to make this another successful event.

Enclosed with this final issue of The Third Alarm for 2013 is your membership card and 2014 dues notice. Those receiving the electronic version will receive them by regular mail. Thanks to those members who have already paid – as many of you did at the show. This early payment plan seems to be popular and is a great help to the club and very much appreciated. Also enclosed, for those of you who only receive the printed version of the T/A, is a copy of the new updated 2013 Membership Roster. Those of you who receive the electronic version of the T/A should have already received their copy electronically. Needless to say, there are always changes to be made after the printing is done. If you do have any corrections, please let us know as soon as possible, because we will eventually send out an amendment.

With this being the last issue of 2013, I would like to thank all those whose contributions have made this club so successful. It has again been a pleasure working with the members of the OFBA Executive and I wish those retiring a special vote of thanks, and I look forward to working with the new members who have joined us. It's always worth repeating that it takes a great deal of time and effort in arranging photo tours, compiling the Third Alarm or managing the finances – not to mention the travelling that all members must do when they attend meetings or go on the tours.

Last, but not least, another reminder about the change to our post office box address when sending in your dues. We look forward to another successful year in 2014 and Ruth and I wish all of you a Happy Holiday Season and a Healthy and Prosperous New Year.

Robert Herscovitch, Membership Secretary

From the Editor...

An excellent point was raised at the meeting that needs to be addressed: Why aren't we printing another Toronto (or even Ottawa) roster in the TA? The answer is space required and timeliness; both services are so huge and change apparatus assignments so often it just isn't feasible. I refer you instead to Dean Nickerson's excellent Fire Wiki web site: <http://fire.wikia.com/wiki/Category:Canada>

I am indebted to Walt McCall for the muster article, Ken Buchanan and Gary Dinkel for rosters, Bob Rupert, Rick Loiselle, Ken Buchanan, Herb Galloway, Robert Herscovitch and Dean Nickerson again for apparatus info and to the following for photos: Dave Stewardson, Terry Yip, Herb Galloway, Rod Bruton, Shane MacKichan, Ken Buchanan, Bob Rupert, Walt McCall, Rob Simpson, John Bowerman, Larry Thorne and Neil McCarten.

Desmond Brett, Editor, Third Alarm



New president Bob Rupert accepts the Silver Helmet from outgoing prez Rick Loiselle.



Board members Bob Rupert, Rick Loiselle, Robert Herscovitch (Membership), Jim Stronach (Treasurer), Desmond Brett (Editor, Director) and Walt McCall (Director). (Larry Ward photos)



Scenes from the highly successful Flea Market at our AGM on November 2. Top, a strong showing from the GTMAA, Middle, Board Members Mike Gough (left), Rick Loiselle (centre), and Walt McCall (right). Bottom, Larry talking with founding President Harold McMann and member Rob Simpson. Attendee and vender numbers were the highest in several years. Once again our thanks to the Toronto Fire Service for hosting the event. (Desmond Brett photos)



Three commercial chassis “oldies” still, or recently, in service. First up is Chipman, AB No.30, a 1983 GMC C7000 / Superior front-mount Pumper (625/1000) (SN#SE 513)



Cowley, AB ran this 1965 Dodge D600/Saskatoon pumper with a front-mount 500igpm pump and 300gwt. (John Bowerman photo)



This is Wolfe Island, ON former Pump 3, a 1975 Dodge/Superior 500igpm mini-pump with a 400gwt. (Neil McCarten photo)

MUSTER MADNESS:
THREE ANTIQUE FIRE APPARATUS MUSTERS IN SIX WEEKS
By Walt McCall

For various reasons, antique fire apparatus shows and musters have never been as popular in Canada as they are in the United States. It's been 45 years since SPAAMFAA staged its very first muster in Syracuse, N.Y. -- the first of countless similar events held across the U.S. since. The seeds that led to the eventual formation of the Ontario Fire Buffs Association were sown at that seminal event in 1968. To our credit, the OFBA staged the first SPAAMFAA-style musters in Canada in Toronto and Hamilton in the '70s and '80s.

As far as musters go, we have it really good here in Southwestern Ontario. Over a period of a little more than six weeks in August and September, I was able to attend no fewer than *three* antique fire apparatus musters within a radius of about 50 miles, all a relatively short drive from my home in Windsor. The big SPAAMFAA muster held in Frankenmuth, Michigan in late July is also an easy drive for many of us.

Organizers of all three of these musters – in St. Thomas, Wallaceburg and Chatham – are indeed fortunate to have the enthusiastic support of three well-known Canadian fire apparatus collectors who reside in Southwestern Ontario -- Wes Thompson and Francis Glenn in Blenheim, and Reg DeNure of Chatham – who between them own 40 or more vintage rigs, can always be counted on to bring several jewels from their private collections for all of us to ogle, and photograph.

The first of this trio of Canadian fire apparatus musters was held in Wallaceburg, about 20 miles north of Chatham, on August 10. A fire apparatus muster has been an important component of *WAMBO*, the *Wallaceburg Antique Motor Boat Outing*, which also includes a large car show and an exhibition of vintage boats on the Sydenham River that flows through the town. A respectable 34 pieces of apparatus took part in the 25th Annual Wambo Muster. Among them: Francis Glenn's 1938 Seagrave 75-foot tractor-drawn tillered aerial, ex-Rome, N.Y.; Wes Thompson's 1927 Bickle-Studebaker Pumper, ex-Cornwall, and a striking dark green and white Mack CF pumper, ex-Clover Dale, W. Va. Some collectors go for *big* rigs: Dave Van Segbrook of nearby Tupperville brought his recently acquired 1987 Grumman Duplex *Firecat* Aerial Tower Quint – original Pennsylvania owner unknown. OFBA member Herb Gallaway was one of a few rig owners who drove his truck, an ex-Polysar Corp. 1972 King/Ford pumper, to *all three* musters. Of the three events, Wallaceburg's is the only one to offer pumping, from the Sydenham River.

In terms of longevity, the great-granddaddy of Canadian fire apparatus musters is the big one held in St. Thomas the Saturday of the Labor Day weekend. The St. Thomas Professional Firefighters Association hosted the 31st consecutive St. Thomas Fire Engine Show & Muster in this city just south of London on August 31. Forty-eight pieces of apparatus ranging from hand-drawn hose carts built at the turn of the century to massive diesel-powered pumper/tankers with computerized engine and pump controls took part in this year's event. As always, this enjoyable event kicked off with a siren-shrieking, bell-clanging parade down the city's main street to Pinafore Park, where the muster itself takes place. About a third of the rigs at the St. Thomas Muster are modern in-service rigs brought to the event by the host St. Thomas Fire Department and neighboring regional fire departments. The "new" rigs make an interesting contrast displayed alongside their much smaller, far simpler antique predecessors.

The star of this year's St. Thomas Muster was a 1926 American-LaFrance Type 31 front-drive tillered aerial from the Wes Thompson collection. Built for the city of West New York, New Jersey, this snub-nosed rig, with spring-raised 65-foot wooden aerial ladder was owned for many years by the late Bob Potter of Cicero, N.Y., one of the founders of the first Syracuse Muster. Wes acquired this totally original, fully operable beauty at an auction in Michigan last year. Other rigs of interest at St. Thomas included a matched pair of 1978 and 1979 minipumpers on Dodge W-Series chassis built by Hamerly Custom Productions in Pennsylvania; the Ingersoll Fire Department's lavishly restored 1927 Lorne pumper on Stewart chassis, and a garage-sized 1926 Chevrolet pumper with Jaeger frontmount pump was brought to St. Thomas by Jan and Bill Rausch of Clarkston, Mich.

A relatively new event on the Ontario muster calendar is *FireFest*, which took place in downtown Chatham September 20-21. In only its second year, Chatham-Kent's *FireFest* is already the largest of the three musters. More the 60 rigs – nearly all of them antique or vintage – took part in this year's event.



Above, Fort Erie's former 1928 LaFrance now owned by the Fort Erie LaFrance Association, at FireFest.



This big rig is a 1987 Grumman/Duplex quint, seen at Wallaceburg.

But *FireFest II* was more than just a great display of old fire trucks and related vehicles – ambulances and police cars, recovery/wreckers, etc. The second edition of this professionally promoted and run event included a moving tribute to the Fire Service. On Friday evening, retired New York City Battalion Chief Richard Picciotto shared his incredible story of survival following the collapse of the North Tower of the World Trade Center during the September 11, 2001 terrorist attacks. Chief Picciotto, several of his brother FDNY firefighters and some civilian office workers were trapped in the mountainous rubble of the second tower when it fell. Hours later, Chief Picciotto and a dozen others were able to crawl out of the tomblike darkness through a hole in the debris. More than 1,000 people attended the spellbinding presentation in Chatham's elegantly restored old Capitol Theatre.

On Saturday afternoon there was a special screening at the Capitol of *Burn* – a gripping made-for-television documentary covering a year of gritty urban firefighting in hardscrabble Detroit. The two principals in the movie – one a disabled, now-retired Detroit firefighter, the other the current Chief of Operations of the beleaguered Detroit Fire Department, appeared onstage to answer questions from the public after the show.

Three blocks of Chatham's King Street core was blocked off for the big display of fire apparatus all day Saturday. The firefighting equipment on display covered a span of 143 years – from a horse-drawn 1870 Hyslop & Ronald steamer actually built in Chatham and still owned by the Chatham-Kent F.D. to an Eastway/Spartan heavy rescue truck delivered to C/K earlier this year. A highlight of *FireFest* was the unprecedented gathering of *four* custom-chassis Bickle-Seagraves. Parked side by side were examples of all three standard models built by Seagrave at mid-century: ex-Chatham Fire Department 1951 Model 80-E; St. Thomas's 1951 Model 66-EB, and an ex-Windsor 1950 Model JB-12. The three canopy cab pumpers with their distinctive sloped grilles were joined by Reg DeNure's ex-Hamilton 1950 Model 66-EA 85-foot serial. A rare sight indeed....

Other apparatus of note at *FireFest* included a beautifully restored 1928 Bickle owned by the Fort Erie LaFrance Association; a 1939 Bickle-Seagrave pumper on Gramm chassis (with ALF 500-Series styling) ex-Swansea; Francis Glenn's 1930 Seagrave 85' tiller aerial, ex-Syracuse NY H&L #7, ex-Swansea, and a unique tractor-drawn aerial that saw many years of service in Verdun, Quebec. Owned by Reg DeNure, it started out as an American-LaFrance Type 331 front drive aerial, the only one ever made. In 1948 Thibault rebuilt the truck with a new International four-wheel tractor. The 85' wood aerial ladder was later replaced with a Thibault 75' metal aerial. When Reg bought it about 20 years ago he replaced the Thibault ladder with a 100' four-section ladder from Toronto's former Aerial 14, a 1952 ALF 700 Series aerial.

The rigs shown at these musters are owned by private individuals or fire departments. All three shows regularly include apparatus brought by American collectors and buffs. As many as eight or ten rigs from Michigan regularly participate at St. Thomas. Musters, of course, are by no means limited to Ontario. There's a big one in Longueuil, Quebec the first weekend of June, and an increasing number of apparatus-oriented activities in British Columbia, as well in adjoining Washington State.



Verdun, QC's old aerial, now owned by Reg DeNure (details above). (Walt McCall photo).



Sarnia recently put into service this 2013 E-One eMax 1250gpm/750gwt/30gft pump as Engine 3. (Herb Galloway)



Also from Ontario, one of two 2013 Ford F550/Fort Garry light rescues, for Tiny Township and new to Thunder Bay, a 2013 Sutphen 1250igpm/250gwt/100' midmount tower assigned as Aerial 1 (Dave Stewardson photos)



The apparatus floor...

Some new arrivals and a number of new orders, info courtesy Dean Nickerson...

- Ingersoll – received a 2013 Rosenbauer Centurion pumper, running as P1
- North Bay - 2013 Rosenbauer Panther 1500 to replace the 1993 Oshkosh crash tender the city inherited from the former CFB North Bay Fire Department
- Howe Island (part of Frontenac Islands Township, near Kingston) - purchased Oshawa's old 1997 Freightliner FL80 / Superior pumper from Dependable
- Waterloo has a new 2500 gallon Pierce pumper/tanker on order. It will replace the current Tanker 1.
- Ripley-Huron also has a 2014 Pierce pumper/tanker on order.
- Milton has ordered a new KME rescue pumper for Station 1
- Clearview has ordered two new tankers from Midwest. One will go to Station 3 in New Lowell, the other to Station 5 in Singhampton.
- Huntsville sold its 1996 Freightliner FL80 / Dependable heavy rescue to Bluewater for the Hensall station. It replaces a 1979 Chevrolet / Childs light rescue
- Norfolk County has ordered a pumper and a rescue truck from Arnprior Fire Trucks. They already have two 2012 Arnprior rigs.
- Clarington has received a new E-One Cyclone quint. It will be quartered at the new station in Newcastle and replaces a 1988 Ford / Superior quint.

Hamilton's 1993 Nova Quintec Spartan Quint has been donated to **Lac Megantic Que** FD. Their aerial was destroyed in the train wreck and fire. Former L16 was originally purchased by the Stoney Creek **FD**, and had a bucket. At amalgamation the bucket was removed. The rig is a 1993 Nova Quintec-Spartan-Monarch 1050-250-100' Shop # 310725, serial no. PO510. The truck ran out of Stoney Creek Station 4 and after amalgamation and the bucket removal it served a very short stint as Ladder 9 then went back to SCFD # 4 (now Station 15) then went to Station 16 until retired. (From Ken Buchanan)

Windsor Fire & Rescue has taken delivery of two of the four new Sutphen Aerial Towers ordered earlier this year. One of the 70-foot Mini-Tower quints was delivered in October and the second arrived in November. Two 95-foot Sutphen tower quints are scheduled for delivery early in the new year. The two 70-foot quints will go in to service at Stations 1 and 3, replacing nearly-identical 1998 Sutphen Mini-Towers, which will be retired.....the WFRS also put two 2013 Rosenbauer/Spartan 1050 pumpers into service in July as Engines 1 and 5. Six of Windsor's eight front-line pumpers are now Rosenbauers. This has been a record year for WFRS deliveries. In addition to the two new pumpers and two Sutphens, Windsor Fire & Rescue recently placed two new pickups with caps into service as Command 1 and Command 2. Command 1's new buggy is a 2013 GMC, Command 2's a Ford F-Series. Both replaced Ford Expeditions. The WFRS also has a new Ford van-type Arson Investigation Unit. - *Walt McCall*

St. Catharines opened a new Station 4 at 427 Merritt St. on November 4, although it only went into service this week. The 16,800 sq ft complex features a 120' communications tower, facilities for 12 crew, modern environmental improvements and a two-bay drive through apparatus floor. It is designed to blend in with neighbourhood buildings. Also included in the \$6 million development are fire prevention offices and a new regional communications centre although this will not be occupied until next year, Pump 4 (2005 Sutphen Shield 1250/600/20) is now assigned there (info from Bob Rupert, photo by Rob Simpson).



Toronto news: new rescues are now in service at 325, 435 and 444. According to the Trumpet, the latest TFS tender, for nine rescue-pumps, was awarded to E-One. This will mark the first time that E-One will deliver to Toronto since before amalgamation. Only one E-One pump remains in service, the 1996 quint on the Toronto Island, and only one other pump, R.434's ALF Eagle, is not on a Spartan chassis.



Three from the roundup: Andrew, MB E1-2, a 2013 Freightliner M2 4x4/ Fort Garry pumper with 1050igpm, 500gwt & 25gft, and Inuvik, NWT P1, a 2013 IHC 4400/Fort Garry1050igpm/1500gwt/50gft pumper.



Smoky Lake, AB's 2013 Freightliner M2 4x4/Fort Garry1050igpm/900gwt/50gft pump. (Dave Stewardson)



Apparatus Roundup

ONTARIO

Central York PL 427	2013	Spartan Gladiator/Smeal 2000gpm/500gwt 100' RM Platform FoamPro 2002 FS
Pembroke 9934	2013	Pierce Arrow XT 2000gpm/500gwt 100' RM Platform
Essa Twp. L4	2013	Pierce Saber 75' 1500gpm/500gwt rearmount (SN#24261) (Update on July listing)
Pickering	2013	Spartan Metro Star/Smeal 1250gpm/500gwt 55' RM FoamPro 2002 FS (SN 4174)
Billy Bishop Airport R4	2013	Freightliner Responder/Pierce 1250gpm/1000gwt
Woolwich, Elmira Tnkr 2		2002 Luverne Spartan 840/2000/120 11152 (ex-Kitchener)
Woolwich, St. Jacobs R3		2013 KME heavy rescue
Niagara-on-the-Lake	2013	Kenworth T300/Midwest PTX Darley 2BE PP/3000gwt (SN 2510)
Ajax T.48	2013	Spartan Gladiator/Smeal 2000gpm/2200gwt (SN 4212)
Arnprior	2013	International Terra Star/Arnprior rescue/attack vehicle 175ipgm/150gwt/CAFS
Kingston P261	2013	Spartan Metro Star/Arnprior
Kingston P291	2013	Spartan Metro Star/Arnprior
Niagara Falls P.4	2013	IHC Workstar/Spartan ERV/DEV 1500gpm/1000gwt (SN 213008-1)
Niagara Falls P.6	2013	Freightliner M2/Spartan ERVDEV 1500gpm/1000gwt (SN 211093-1)
Tiny Township R.1	2013	Ford F550/Fort Garry light rescue, 12' box
Tiny Township R.2	2013	Ford F550/Fort Garry light rescue, 12' box
Lambton Shores P18	2013	E-One Typhoon 1250igpm/1000gwt/250gft
Chatham R 1-13	2013	Spartan Metro Star/Eastway heavy rescue
Windsor (2)	2013	Sutphen SP70 1250igpm/360gwt/70' mid-mount tower, FoamPro 2002 FS

OUT WEST

Inuvik, NWT P1	2013	IHC 4400/Fort Garry1050igpm/1500gwt/50gft (s/n #M487)
Courtenay, BC R71	2013	Spartan Gladiator/Fort Garry walk-around rescue, 16' box (SN M420)
Lavington	2013	Freightliner M2 4x4/Hub 420igpm/1500gwt
New Westminster	2013	Spartan Metro Star/SVI heavy rescue, 17' box
Chilliwack	2013	Freightliner M2/Hub 625igpm/1800gwt
Malahat	2013	Freightliner M2/Hub 1050igpm/1000gwt/25gft FoamPro 2001 FS
Thorsby, AB	2013	Freightliner M2/Midwest PT2 1000gpm/3000gwt (SN 2506)
Grand Prairie County	2013	Spartan Gladiator/Smeal 2250gpm/500gwt 100' RM Platform Advantus 6 FS
MD of Spirit River	2013	Freightliner M2/Hub 1050igpm/800gwt/25gft FoamPro 1600 FS (SN 1141)*
Flagstaff County	2013	Freightliner M2/Fort Garry 1420igpm/2500gwt (M477)
Leduc County, Nisku	2013	IHC 7400/Fort Garry420igpm/2500gwt (M498)
RM of Wood Buffalo	2013	Pierce Velocity 2000gpm/500gwt/50gft FoamPro 2001 FS
Grand Prairie Cnty (2)	2013	IHC 7400 4x4/Pierce Contender 1250gpm/1000gwt/20gft Husky 3 FS
Nanton E5	2011	Pierce Arrow XT 1000igpm/365gwt/15gft (demo)
Chestermere	2013	Mack Granite GU713/Rosenbauer 1050igpm/3000gwt/20gft, S/N# 21080
Smoky Lake	2013	Freightliner M2 4x4/Fort Garry1050igpm/900gwt/50gft CAFS s/n #M476
Husky Oil	2013	IHC/Spartan ERV 1250gpm/2500gwt (SN 212048)
Consul, SK	2013	Ford F-550 Crew Cab 4x4/Blanchat B-5 Chaparral 200gpmPP/500gwt
Andrew , MB E1-2	2013	Freightliner M2 4x4/ Fort Garry 1050igpm/500gwt/25gft (M432)
Gillam	2013	Freightliner M2 4x4/ Fort Garry 1050igpm/1000gwt/25gft (M451)
Pipestone-Albert	2013	Freightliner M2/Rosenbauer 1050igpm/1000gwt/20gft FoamPro 2002 FS
Samson Cree FN	2013	Dodge Crew Cab/CET 200gwt/10gft in Forest Pac Skid unit

QUEBEC, MARITIMES

Rougemont, QC	2013	Ford L/Rosenbauer medium walk-in rescue
Montreal (3)	2013	Spartan Metro Star/Maxi Incendie heavy rescues
Lachute	2013	Rosenbauer Commander/Viper 1750gpm/300gwt/109' rearmount
Montcalm	2013	Freightliner M2/Levasseur heavy rescue
Isles-de-la-Madeleine 259	2013	Freightliner M2/Maxi Incendie 1250gpm/1000gwt/30gft
St. John, NB	2013	Pierce Saber 1500gpm/1000gwt/2x50gft Husky FS (SN 26332)
Moncton Trk 3	2013	Pierce Impel 1750gpm/500gwt/75' rearmount (SN 26532)
Shipagan	2013	Pierce Saber 1250gpm/1800gwt Husky FS (SN 25459)

* -listing from last issue with additional info



This is View Royal, BC Engine 39, a 2012 Spartan/Smeal pumper with a 1522igpm pump, 600gwt and 25gft. It features black over red graphics. (Terry Yip photo)



Above is Otter Point's all white 2013 Hub/Spartan Metro Star pump, with a 1050igpm pump, 1025gwt, and twin 25gfts, delivered in July. Below, Brazeau County is now running this 2013 Ford F550/Fort Garry mini-pump with 70igpm pump, 300gwt and 10gft as Quick Response 2. (Dave Stewardson)



CAMBRIDGE FIRE DEPARTMENT by Gary Dinkel

Population 120,000 Frequencies: 800 trunked, Waterloo Region: 154.01

STATION 1 1625 Bishop St. N. at Franklin Blvd. (Headquarters, built 1975)

Aerial	1	2012	Rosenbauer Raptor 1050/170/16 100'
Rescue	1	2002	ALF Heavy Rescue K33287
Tank	1	1996	CMAH HME 1871 1050/2100/20 F3-96
Car	6	2004	Dodge Sprinter
Haz Mat		2003	Trailer

STATION 2 11 Tannery St. E. at Adam (Hespeler, built 1914)

Pump	2	2008	ALF 1500/500/2x25
Pump	22	2001	General Spartan 1250/500 01MET49 (spare)
Boat	2	2005	Duxx boat with 30 HP Nissan outboard

STATION 3 525 Waterloo St. at King (Preston, built 1966)

Aerial	3	2005	General Spartan Gladiator 1750/500/15 60' 17028
Aerial	33	2001	ALF 1250/400/15 50' ex A1 995
Haz Mat	3	1988	Anderson Int. Ex R1
Boat	3	2005	Duxx boat with 30 HP Nissan outboard
Parade		1950	Bickle Seagrave model 66J 840/400 F5350

STATION 4 91 St. Andrews St. at Frazer (West Galt, built 1975)

Aerial	4	2010	Rosenbauer Spartan 1500/450/2x18 60'
Aerial	44	1995	Saulsbury Spartan 1250/200 50' 295068 (spare)

STATION 5 490 Main St. E. at Franklin Blvd. (East Galt, built 1979)

Pump	5	2008	ALF 1500/500/20
Tech Res	5	1994	GMC cube van (water rescue)
Boat	5	2008	Husky 23' air boat

Museum 56 Dickson St. , Galt: 1938 Bickle Seagrave 625/500



Cambridge Fire Museum, above, for more info: <http://www.firehallmuseum.ca/index.html>



Lanxess Sarnia now operates this 2011 IHC Terra Star/Metalfab rescue SN M11-15640 as Unit 252.
(Herb Galloway photo)



Chatham-Kent recently received this 2013 Spartan Metro Star FF/Eastway heavy rescue. (Walt McCall)



Some of the unique or unusual apparatus found on PEI, this pair in Kinkora. Rescue 11 is a 1990 Ford L8000/Dependable rig, originally purchased by Ancaster. Tanker 9 is a 1989 IHC/Hub product with an 840igpm pump and 2500gwt, formerly with Yarmouth #2 in Ontario. (Ken Buchanan photos)



Victoria by the Sea PEI Nov 24/13 **Rosters provided by Ken Buchanan**

Pump 1 1973 Ford/Pierreville 840igpm/800gwt # PFT333 Red
Engine 2 1983 GMC/Middlesex 840igpm/1250igwt #236 Yellow (ex-Bridgewater, VT)
Utility 1996 GMC/Remco ex Quebec Ambulance Black

North River PEI Aug 17/13

Engine 1 2010 Spartan Gladiator/Metalfab 1250igpm/1000gwt/2x30gft xxx72317
Tact 2 1996 Spartan/Tri Star Tactical Response unit (built in Yarmouth NS)
Engine 4 2005 IHC/Metalfab 1050igpm/1000gwt
Engine 3 1987 IHC/Hub 1050igpm/2500gwt #1265
Tanker 7 2007 IHC/Metalfab 520igpm/3000gwt
Tanker 6 1992 Freightliner 2500gwt (milk tank re-mounted in 92)

Crossroads FD PEI (Stratford) Aug 20/13

Rescue 11 2010 IHC 7400/Metalfab
Pump 1 2012 IHC/Metalfab 1250igpm/800gwt
Pump 5 1996 Ford/Fort Garry 1050igpm/1000gwt M5672
Pump 6 2005 Sterling/Fort Garry 1050igpm/900gwt M936476
Tanker 2 2001 Sterling/Metalfab 420igpm/2000gwt M00-9399
Tanker 4 2008 Sterling/Metalfab 500igpm/3200gwt

Kinkora VFD PEI Aug 16/13

Pump 10 2001 Pierce Saber 1250igpm/600gwt ex Texas
Pump 7 1996 GMC/Metalfab 840igpm/1000gwt #M96-3307
Tanker 9 1989 IHC/Hub 840igpm/2500gwt #1625 ex Yarmouth #2 Ontario
Rescue 8 1996 GMC/Remco ex Quebec Ambulance
Rescue 11 1990 Ford L8000 /Dependable ex Hamilton, ex Ancaster

O'Leary VFD PEI Aug 16/13

Rescue 1 2006 Spartan Metalfab Heavy Rescue
Pump 1 2008 IHC Metalfab 1050igpm/800gwt
Pump 2 1989 Ford/Hub 1050igpm/1000gwt
Tanker 1 1994 GMC 3000gwt ex milk truck
Tanker 2 2012 IHC 2500gwt ex milk truck tank on 2012 chassis
Pump 2 and Tanker 1 are red others are black over red

Charlottetown Fire Dept. Stn 1 89 Kent St. Aug 17/13

Engine 1 2000 Metalfab-Spartan Metrostar 1050-600 #M00-1061
Engine 2 2003 Metalfab-F/Liner FL80 1050-1000 #M03-15415
Ladder 1 1996 Superior-E-One Hurricane 1050-200-100' SE-1612
Rescue 1 1992 Tibotrac-Ford
Squad 1 2003 Lantz-GMC
Engine 5 1989 Hub-Ford 840-1000 #1664
Parades 1929 LaFrance Type 145

Charlottetown FD Stn 2 152 St Peters Rd Aug 17/13

Engine 3 2011 Metalfab-Spartan Metrostar 1250-900
Engine 4 2003 Metalfab-Spartan Metrostar 1050-2500 M03-14985
Engine 6 1993 Superior-E-One Sentry 1050-1000 SE-1338
Ladder 2 2013 Pierce Velocity 1750-250-100' xxx13731
Rescue 2 2000 Metalfab-IHC CAFS
Tanker 1 2010 Metalfab-F/Liner M2 420-3000
Ex Ladder 2 1985 Thibault-IHC 85' (pump & tank removed)



Victoria's 1996 GMC/Remco ex-ambulance, resplendent in black. Below is Victoria Engine 2, a 1983 GMC/Middlesex pumper/tanker with a 1000gpm pump and 1500gwt. (Ken Buchanan photo)





More spectacular views from out west: Golden, BC T1, a 2004 Freightliner M2/Fort Garry 840/1000/25F (SN#M9689) and Golden L1, a 2009 Pierce Impel 1250/420/75' quint (SN#21590).



Also Kimberley Pump 1, a 1993 Peterbilt 379/Superior with a 1050igpm pump and 500gwt. (SN#SE 1312) (Shane MacKichan photos)



One of 12 new Spartan ERV pumps delivered to Toronto, 11 of which are rescue-pumps. All are on 2013 Spartan Metro Star chassis with 2000gpm pumps with 500gwt. (Larry Thorne photo)



London's latest acquisition from Carl Thibault , a 2500 gallon tanker on a 2013 IHC 7600 chassis equipped with a 500igpm pump. (Rick Loiselle photo)



A couple of blasts from the past, Newburgh's Stayer 6x6 chassied tanker, tank added by the department. Below is Whitby's 1971 Mack CF pumper, running as Unit 2. (Rick Loiselle photos)





Both of these rigs are, in fact, the same truck, a 1993 Spartan/Nova Quintec Skypod quint delivered to Stoney Creek. It ran as A.146 until amalgamation, and retired last month from Hamilton FRES as Ladder 16. It has now been donated to Lac Megantic, QC to replace their rig lost in the conflagration caused by the train crash of July 6. (Ken Buchanan photos)







The three units depicted on these pages belong to the Ethekwini Fire & Emergency Services in Kwa-Zulu Natal, South Africa. Incorporating the city of Durban, the municipality has just under 3.5 million inhabitants. The service operates ten stations. These are stationed in Umhlanga, in North Durban. RP22 is a 2011 Man/Rosenbauer rescue-pumper with a 4500L (1000igpm) pump and 2000L (450gal) tank. WC09 is a Mercedes 6wd chassis with locally built 10,000L (2000gal) tank with a small pump at the rear. The Volkswagen van, above, is the Division Commander's Vehicle.
(photos by Robert Herscovitch)

Bruce de Gier, (Ethekwini Fire and Emergency Services, Division Commander, D Division) explains the legends on the side of the apparatus: EZOKUCISHWA KOMLILO NEZINHLEKELELE means: FIRE AND EMERGENCY SERVICES. This is the Indigenous language of ZULU, The language spoken by most black people in Kwa Zulu Natal, In the old apartheid ere days, pre-1994, fire trucks had English on the one side and Afrikaans on the other side. BRAND EN REDDING (similar to Dutch, due to the Afrikaans people's Dutch heritage) This translates to FIRE AND RESUE. After 1994, all the Afrikaans was removed from fire trucks all over the country and replaced with the local indigenous language, of which there are 13, depending on which province you live in. FIRE AND RESCUE was changed to FIRE AND EMERGENCY SERVICES, due to the increased para-medical responsibilities placed on the service. The other side always has English.



Canal Flats, BC runs this 2011 Freightliner M2/Hub pump with an 840igpm, a 1600gwt and foam as P.1, also a rescue on a 1990 Chevrolet Silverado chassis with a box from the Beasley FD added later.



Fernie Ladder 17 is a 2000 ALF Eagle quint, 1500gpm, 500gwt, 30gft, 75'. (Shane MacKichan photos)





From the PEI Tour are North River Pumper 1, a 2010 Spartan Gladiator/Metalfab with 1250igpm /1000gwt/2x30gft , and TRU 2, a 1996 Spartan/Tri Star Tactical Response unit. (Ken Buchanan)





Two of several Smeal units acquired by Central York Fire, these aerials are A436, a 2012 Spartan Gladiator/Smeal 105' rear-mount with a 2000gpm pump and 300gwt, and Platform 427, a 2013 Spartan Gladiator/Smeal 100' rear-mount with a 2000gpm pump and 300gwt. (Rod Bruton photos)





Delivered last year: St. Mary' tanker, a 2012 Freightliner M2/Rosenbauer with a 420igpm pump and 1800gwt, (SN#2102012) and Wellesley Twp. Tanker 3, a 2500 gallon job from Asphodel on a 2012 IHC 7500 chassis. Tanker 1 (Linwood), bought in 2010, is the same. (Larry Thorne photos)





A pair from Fort Garry, above is Bashaw, AB's 2013 IHC 4400 4x4/Fort Garry Duster pumper with 1050igpm pump, 800gwt & 25gft (s/n M390), below is Gillam, MB's 2013 Freightliner M2 4x4/Fort Garry Terminator, with 1050igpm pump, 1000gwt & 25gft (s/n M451) (Dave Stewardson photos)

