



Third Alarm



A Publication of the OFBA

Volume 46, No. 1

January - February 2016

Welcome to the jam-packed 2016 photo issue.



This 1950 Mack B pumper belongs to Minoa, NY, in Onondaga County. Former Engine 1 has a 750gpm pump and 200gwt. The department still uses the deep green on their apparatus, although white upper cabs now grace the rigs. The beautifully kept Mack is still used in parades and events. (Ken Walton photo)

Sad news: Past President Fred Gaines passed away at Cambridge Country Manor on Sunday, January 24, 2016 at the age of 68 years. Fred served on the OFBA Executive for two decades. A Celebration of Life will take place at the GILCHRIST CHAPEL – McIntyre & Wilkie Funeral Home, One Delhi Street, Guelph, on at 11:00 on Saturday, Feb 27, 2016.

THIRD ALARM

Volume 46 Number 1
January-February 2016

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

P.O. BOX # 56 Don Mills
DON MILLS ON
CANADA M3C 2R6

For membership information,
write the above address,
or contact us on the
Internet at:
www.ofba.ca
or
ontariofirebuffs@yahoo.ca

Third Alarm is published bi-monthly in
February, April, June, August, October,
and December. Available free with
OFBA membership or by electronic
subscription.

Please send submissions to:
Des Brett Editor, Third Alarm
48 Glenwood Cres.
Toronto ON Canada M4B 1J6
or E-Mail: desmondbrett@gmail.com

The Editor reserves the right to edit all material
submitted for publication. All photographs and
articles are copyright the contributor and may
not be reproduced without permission.

EXECUTIVE OFFICERS 2016 – 17

President		Secretary	Treasurer
Robert Rupert 7 Kerfoot Cres. Keswick ON L4P 4B8 Home: (905) 989-0769 boosterline@sympatico.ca		Ken Jansen 35 Park St. Cobourg, ON K9A 2E2 Home: (905) 373-5672 Jansen.ken@gmail.com	James Stronach 128 Milner Downs Cres. Ottawa ON K2M 2S4 Home: (613) 271-9844 Office: (613) 564-7690 stronachsinnottawa@sympatico.ca
Vice President		Membership	Director
David Mollison 256 College St. N. P.O. Box 1039 Durham ON N0G 1R0 Home: (519) 369-5337 davidmollison@yahoo.com		Robert Herscovitch 2206 – 65 Skymark Dr, Toronto ON M2H 3N9 Home: (416) 497-8968 herscovitch@sympatico.ca	Larry Ward 342 Buckingham Rd. Newmarket, ON L3Y 6K5 Home: (905) 898-1305 RoyalFlush@rogers.com
Director	Director	Past President	IFBA Region 10 VP
Desmond Brett 48 Glenwood Cres Toronto ON M4B 1J6 Home: (416) 750-9889 Mobile: (416) 427-9055 desmondbrett@gmail.com	Bob Anderson P.O. Box 1216 Cobourg, ON K9A 5A4 Home: (905) 372-6050 Work: (905) 372-5901 sales@cobourgsafety.ca	Rick Loiselle 68 – 35 Waterman Ave. London ON N6C 5T5 Home: (519) 636-5257 crownrick154@yahoo.ca	Ian Duke 7 - 12 Albert Ave. Etobicoke ON M8V 2L4 Mobile: (647) 783-9438 ian.c.duke@gmail.com

President's Message...

Welcome to our Annual Photo Issue. I know that our editor has put in lots of interesting photos for your viewing pleasure and wish to express my personal thanks to all those who sent these photos to him. For those of you who still get only the hard copy of the Third Alarm, you don't know what you are missing since all photos in the digital edition, except black and white originals, are in glorious colour.

As we begin the 45th year since the founding of the OFBA back in 1971 I would like to express my sincere gratitude to the three charter members, Harold McMann, John Skillen and John Dybus, who are still with us today. Your Board of Directors granted honorary membership to each of these gentlemen last fall in appreciation of their dedication to the OFBA. On a sadder note, we have been informed that past President Fred Gaines has passed away after a lengthy illness. Fred was first elected to the Board of Directors at the Annual Meeting in November, 1987 and served in various capacities; Vice-President, President, Director & Special Events Coordinator until stepping down at the annual meeting in 2007.

The 64th Annual IFBA Convention will be held in New Orleans from August 16 - 20, 2016 with the convention hotel being the Doubletree Inn at 300 Canal St, downtown, and I look forward to seeing some of you there. Arrangements for this year's photo tours are also underway with more information to come. Until next time, stay safe.

Bob Rupert, President.

From our Membership Secretary...

I hope that everyone had an enjoyable holiday season and are now looking forward to another year of fire buffing, with 6 issues of The Third Alarm, a great lineup of photo tours and the Fire Services Collectibles Show. Be sure to mark them all on your calendar – it's not too early to start planning. And please spread the word around so that we get good turnouts for all the events.

I trust that everyone received their dues notice and membership card with the last issue of The Third Alarm. I am very pleased to report that there has been an excellent response, with almost **70 %** of the members having already paid. Many of you again included a few extra dollars and there were several very generous donations to the club, for which we thank you. The Post Office has been consistently raising the postage rates for the last several years, but this year fortunately was an exception - so far ! We have been able to pass on some savings to those of you who have switched from printed copy to electronic – which many of you have done.

I hope you enjoy this first edition of the T/A for 2016. As has become the custom, this is the all photo issue and, as Bob has mentioned, those of you who receive the electronic version will be able to view all of the pages in colour and it is also worth noting that there are considerably more pages in that version. If anyone decides that they would like to change, please let me know and I will see that the change is made.

Robert Herscovitch, Membership.

From the Editor...

As you can probably tell, this is our biggest issue ever with more photos than ever before. A couple of features from last year return, the Cross Canada Check-up and the Colour Palette. Naturally, this would not be possible without the photographers and the following contributed to this...Dependable Emergency Vehicles, Robert Herscovitch, Dave Stewardson, Doug Holmes, Ken Buchanan, Rob Simpson, Larry Thorne, John Bowerman, Ken Walton, Gary Dinkel, Kenneth Lai, Bill Hickin, Harold McMann, Will Brooks, Ian Duke, Bob Dubbert, Greg Brown, Terry Yip and Neil McCarten.

Information and leads were sent in by David Ruel, Robert Herscovitch, Dave Stewardson, Doug Holmes, Bob Rupert, Ken Buchanan, Rob Simpson, Larry Thorne and Ken Walton. Special thanks to Walt McCall for his column and Bob Rupert for the rosters.

Desmond Brett, Editor, Third Alarm

Fort Erie Fire Department by Bob Rupert

Central Fire Station - 444 Central Ave. by Bob Rupert

Pump 1 -	2000 Pierce Contender	1050/840	SN 810139
Pump 2 -	2009 Spartan Metro Star / Rosenbauer	1050/840/20F	SN
Ladder 1 -	2006 Sutphen 95' Tower	1250/300	SN HS4006
Rescue 1 -	2004 Ford F550 / Seagrave		
Heavy Rescue 2 -	2002 Ford F / Dependable		
Boat 1 -	2003 Zodiac Hurricane 590 with Twin 75 Outboards		

Fire Station 3 - 1015 Dominion Rd.

Pump 3 -	2002 HME 1871P / Central States	1050/700	SN 12605
Pump 3A -	1990 Spartan Diamond / Phoenix	1050/800	SN 90-01-891-266
Rescue 3 -	2008 Ford F550 4x4 / Rosenbauer		
Utility 3 -	1995 Ford F800 / Dependable 'Special Operations Unit' (Haz-mat / Re-hab / Air)		
Gator 3 -	6x6 All Terrain Vehicle		

Fire Station 4 - 398 Ridge Rd. North., (Ridgeway)

Pump 4 -	2008 Spartan Metro Star / Rosenbauer	1050/840/20F	SN 66690
Ladder 4 -	2012 Sutphen 95' Tower	1750/300	SN HS2811
Tanker 4 -	2000 International 4900 / C-Max	port./1500	
Rescue 4 -	2004 Ford F550 4x4 / Seagrave		

Fire Station 5 - 2654 Stevensville Rd., (Stevensville)

Pump 5 -	1997 International 4900 / Superior	1050/1000	SN SE 1696
Tanker 5 -	2000 International / Superior	420/1500	SN SE 2176
Heavy Rescue 5 -	1992 Ford F800 / Dependable		

Fire Station 6 - 271 Ridgeway Rd., (Crystal Beach)

Pump 6 -	1994 E-One Protector / Superior	1050/700	SN SE 1403
Rescue 6 -	2008 Ford F550 4x4 / Rosenbauer		
Boat 6 -	2000 Zodiac Hurricane 633 with Twin 90 Outboards		

On order 2015 Rosenbauer rescue pumper to replace Heavy Rescue 5



Fort Erie Pump 2 is a 2009 Spartan Metro Star/Rosenbauer product, with a 1050igpm pump, 840gwt and 20gft. (Desmond Brett photo)

Pelham Fire Department by Bob Rupert

Fire Station 1 - 177 Highway 20 West, Fonthill

Pumper 1 -	2008 KME Predator	1250/980/30F	SN GSO7303
Aerial 1 -	2001 Pierce Dash 85' Tower	1250/500	SN 12189
Tanker 1 -	2006 Peterbilt 335 / Danko	300/1800	
Rescue 1 -	2001 International 4900 / Pierce		SN 12190
Parade -	1939 Ford Two-Ton / Bickle	250/100	

Fire Station 2 - 766 Welland Rd., Fenwick Built 2011

Pumper 2 -	1998 Spartan Advantage / Almonte	1050/600	SN 12966
Pumper 2A -	1991 Spartan Diamond / Marion	1050/800	SN 42502
Tanker 2 -	2001 International 4900 / Pierce	PP/1800	SN 12191
Rescue 2 -	2004 Ford F550 / Fort Garry		

Fire Station 3 - 2355 Cream St., Ridgeville Built 2014

Pumper 3 -	2002 Pierce Contender	1050/800	SN 13484
Tanker 3 -	2011 IHC Durastar / Dependable	625/2640	SN 34148
Rescue 3 -	2004 Ford F550 / Fort Garry		
ATV -	2008 RTV 1140 CPX 6x6		
Parade -	1924 REO Speedwagon, co-owned with Thorold Station No. 4 - formerly St. John's		



Pelham Rescue 3, a 2004 Ford F550/Fort Garry rig, and Tanker 3, a 2011 IHC Durastar/Dependable, 625igpm/2640gwt. (Desmond Brett photos)





One of two units recently put into service in Edmonton, shop no. 633 is a 2015 Spartan Metro Star/Smeal 100' tower. They have 1500igpm pumps, 250gwts and /2x25gfts, the 2nd rig is 634.



Just delivered to Calgary, the first four of an order of Sixteen 2016 Spartan Gladiator/Smeal pumpers. Each rig has a 1500igpm pump, 500gwt, 30gft and a CAFS. (John Bowerman photos)



Digby, NS got this 2015 IHC 7600/Acres pumper/tanker in November. Unit 5 sports a 1250gpm pump and a 2500gwt, SN 151130134. (Dave Stewardson photo)

The Apparatus Floor...

Montreal has officially reopened Station 75 in Outremont. The new two-bay hall replaces a four bay station built in 1910 for the then Outremont Fire Dept. The hose tower from the original station has been incorporated into the new structure, which houses Pump 275. In **Toronto**, another 2014 Spartan/Smeal quint is now in service at Station 345. Dependable Emergency Vehicles has delivered two new airlight units and an new trench rescue truck (for Station 235), these are custom builds on Freightliner M2 chassis. DEV is also providing new rescues for Haldimand, slated for stations 2,4, and 13. They also did a paint and body refabrication job on King Twp. Rescue 349.

The **Havelock NS** fire department received a major blow when their station was gutted in a daytime fire on January 8. Five vehicles in the three-year-old hall were damaged extensively, five area departments responded to the blaze, one firefighter suffered smoke inhalation. Foul play is not suspected.

Owen Sound Sun Times reports the OSFD is purchasing a pumper from the Saugeen Shores FD for \$338,000. which is about \$80,000 more than Saugeen Shores spent when purchasing it new from Dependable in 2011. The 2012 Spartan MFD / Crimson / Dependable 1250/1000 pumper/tanker has been on loan to Owen Sound since October and has only 11000 km and 411 hours on the clock. Saugeen Shores had it running as 2nd due from its Port Elgin station since purchasing their new aerial last year. Markstay-Warren also purchased a used rig through Dependable. The rehabbed 2009 was built on a Freightliner FL chassis.

The town of Onoway, Village of Alberta Beach and seven other nearby villages have opted to stop using the **County of Lac Ste. Anne** fire service in favour of a private company - North West Fire Rescue-Onoway. Dissatisfied with the Lac Ste. Anne County's fire department, the Town of Onoway, Village of Alberta Beach, and seven other small resort villages have signed a contract with North West, a private industrial firefighting company, to respond to blazes, crashes and medical problems within their borders. Not only could it be one of the first arrangements in Alberta where a private company provides fire coverage, but it has created a rift. The new arrangement overlaps with the county, yet politicians won't sign a sharing agreement to help each other in a big fire. It means firefighters could watch a house burn three blocks from the Onoway Fire Hall and legally not be allowed to respond. For the full story, please go to:

<http://edmontonjournal.com/news/local-news/firefighting-dispute-divides-lac-ste-anne-county>

Some operational changes have taken place in Greater **Sudbury**. Greater Sudbury Fire Services has 23 stations (down from 24, more on that in a moment), four of which are staffed full-time, one composite and the remainder POC/volunteer. The full-time stations were each staffed with a pumper, along with a fully staffed rescue and a 2-3 person aerial crew located at the downtown Sudbury station. The City has now added auto ex and basic water rescue gear to each pumper and is now calling these rescue pumpers Engines. The rescue is now a special call truck (known as Support 1) and the aerial (now designated Ladder 1) is staffed with a full crew. The new Engines are now operating from Stations 1, 2, 3, 4 and 16. 16 is the composite station in Val Therese and has two firefighters on duty 24/7, backed up by volunteer / POC crews.

Station 25 in Red Deer Lake was closed due to structural issues with the building and its truck (a 2012 Freightliner / Fort Garry) moved to Station 22 in Skead. It's not known what the City's plan is for its remaining 23 stations. A 2014 consultant's report recommended closing six stations (#5 in Copper Cliff, #7 in Lively, 13 in Vermillion Lake, #17 in Hamner, #21 in Falconbridge and 24 in Wahnapiithae), but all remain open. Ironically, Station 24 crews were to be transferred to the now-closed Station 25. After the closure of 25, the opposite has happened. In addition, Greater Sudbury has ordered five pumpers from Carrier Centres, the E-One dealer for Ontario in separate tenders. One tender called for two custom pumpers, the other for three commercial pumpers on International 4300 chassis.

London news from Rick Loiselle: The LFD has 2 rescue pumpers on order from Carl Thibault. They will be on Spartan chassis and to the same specs as the previous orders. They should be delivered in the summer. In addition, a new aerial is also coming from CT. It is scheduled for a fall delivery. And finally, the body of the air/light unit will be rechassied on a commercial four door.

David Ruel from Techno-Feu contacted us to say Emergency One have the following inbuild for Quebec:

Repentigny Qc : 2016 E-One Cyclone II 100' tower 2000/300 **Quebec** : 2016 E-One C2 134' Bronto no pump
Cree Nation Chisasibi : 2016 E-One Typhoon walk-in rescue 250/300 **St-jean de Matha** : 2016 E-One Cyclone II Metro 100' ladder **Trois-Rivières** : 2016 E-One Typhoon SS rescue pumper 1500/1000/30
Rimouski : 2016 E-One Typhoon rescue pumper 1500/1000/40/40
Weedon : 2016 Freightliner M2 106 E-One SS pumper 1500/100/30 (March)
Chambly : 2016 E-One Typhoon rear mount rescue pumper 1500/780 (March)
St-Georges : 2016 E-One C2 100' tower 2000/300 (April)
St-Malachie : 2006 E-One C2 pumper 1250/780/30 (March)



Wilmot Twp. 2015 Spartan Metro Star-X/Spartan ERV/Dependable 1500gpm/1000gwt) (ex-demo)
(Photo credit: Dependable Emergency Vehicles)



Chapple Twp., ON just bought this 2001 Freightliner FL-60/Maxi Metal 625igpm/250gwt/10gft s/n 17535-1. It's a 2015 Fort Garry rebuild, ex- Quebec City. (Dave Stewardson photo)



Six Nations received this 2015 Chevrolet Tahoe in the fall for Car 1. (Doug Holmes photo)

Finally, Bob Dubbert pointed out some industry news: Japanese manufacturer Morita has bought Finnish aerial maker Bronto Skylift in its entirety, including the subsidiaries in Sweden, Germany, Switzerland and the U.S. Allied Specialty Vehicles, owners of 23 vehicle brands, has changed their name to REV Group, Inc. The company has a total of 5,000 employees, popular names in the stable include E-One, Horton Ambulance, Road Rescue, and Wheeled Coach.

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Oakville A.242	2015	Pierce Enforcer Ascendant 1665igpm(D)/415gwt/50/107' rearmount
Markham 957	2015	Spartan Metro Star/Smeal 2650igpm(D)/400gwt/50gft 100' tower
Guelph-Eramosa P.22	2015	IHC/Asphodel 1500gpm/1000gwt
Toronto (2)	2015	Freightliner M2-106/Dependable airlight units
Toronto TR.235	2015	Freightliner M2-106/Dependable tech rescue
Toronto (2) TRP.1,2	2015	Spartan Gladiator/Spartan ERV/Dependable 2000gpm/900gwt
Greater Madawaska	2015	IHC 4400/Spartan ERV 500gpm/2000gwt
Chapple Twp. U.5-2	2001	Freightliner FL-60/Maxi Metal 625igpm/250gwt/10gft s/n 17535-1 (2015 Fort Garry rebuild, ex- Quebec City)
Lucknow & Dist.	2015	IHC 4400/Fort Garry 420igpm(D)/1700gwt s/n M644
Wilnot Twp.	2015	Spartan Metro Star-X/Spartan ERV/Dependable 1250igpm/835gwt) (ex-demo)
Wyoming	2015	Rosenbauer Commander heavy rescue
Richmond Hill 811	2015	Spartan Gladiator/Spartan ERV/Dependable 2000gpm/900gwt/50gft
Richmond Hill 851	2015	Spartan Gladiator/Spartan ERV/Dependable 2000gpm/900gwt/50gft

OUT WEST

Inuvik, NWT	P.2	2015	IHC 4400/Fort Garry 1050igpm(D)/1000gwt/25gft/CAFS s/n M644
Port Coquitlam, BC	Q.1	2015	Pierce Enforcer Ascendant 1665igpm(D)/415gwt/50/107' rearmount sn 28533
East Sooke	E.1	2015	Spartan Metro Star/Smeal 2250igpm(H)/900gwt/50gft FoamPro 2001 FS S4468
CFB Esquimalt 458		2015	IHC 7400 4x4/Fort Garry Fire 208igpm/1000gwt/80gft/CAFS s/n #M
Williams Lake		2015	Rosenbauer Commander 3000 1500igpm(H)/728gwt/50gft FoamPro 2002 FS
Lavington		2013	Freightliner M2-106 4x4/Hub 1050igpm(H)/900gwt/40gft FoamPro 2001 s/n 1191
N. Cowichan	E.35	2016	Ford F550 4x4/Hub 210igpm/250gwt/CAFS S/N1198
Happy Valley, AB	E.4	2015	Freightliner M2-106 4x4/Fort Garry 1050igpm(D)/1000gwt /25gft s/n M648
Standard	W.76	2015	Ford F550 4x4/Fort Garry light rescue s/n 710
Savanna	E.2	2015	Freightliner M2-106 4x4/Fort Garry 1050igpm(D)/1000gwt /25gft s/n M649
Moosomin		2015	Freightliner M2-106/Rosenbauer FX 1500gpm(R)/1265gwt s/n 16975
Edmonton	(2)	2015	Spartan Metro Star/Smeal 1500igpm(D)/250gwt/2x25gft/100' tower sn 79339/40
Bonnyville	R.22	2015	Freightliner M2-106/Fort Garry heavy rescue (For Goodridge station)
Leduc, AB	E.3	2015	Rosenbauer Commander FX 1500gpm(W)/627gwt
Calgary (4)		2016	Spartan Gladiator/Smeal 1500igpm(H)/500gwt/50gft/CAFS s/o 4441-4
Weyburn, SK		2009	Freightliner M2-112/Rosenbauer Raptor/Metz 105' sn 82867, ex-New Berlin, WI
Warman B.15		2016	Ford F550 4x4/Fort Garry 229igpm(W)/400gwt/20gft/Aquis 1.5 FS s/n 160115135
Brandon, MB		2015	Ford F550 4x4/Fort Garry light rescue
Brandon Command		2015	Chevrolet Silverado/shops

QUEBEC & THE MARITIMES

Saint-Simeon(Bonaventure)	2015	Freightliner M2-106/Maxi Métal 1250igpm(H)/800gwt/30gft FoamPro 2002/CAFS
Montréal 1617	2016	Freightliner M2-106/Maxi Métal air service unit
Montréal (2)	2016	Freightliner M2-106/Maxi Métal air service unit
Austin 251	2016	IHC Workstar/ Maxi Métal 1050igpm(H)/1500gwt/25gft/CAFS
Chibougamau	2016	Freightliner M2-106/Maxi Métal 1250gpm(H)/600gwt/25gft FoamPro 2001
Cree Nation of Chisasibi	2015	GMC Sierra 2500HD 4x4 utility
Beaupré/Saint-Tite-des-Caps	Unité 801	2015 Freightliner M2-106/Maxi Métal heavy rescue
Deer Island, NB	2015	IHC 4400/MetalFab 1050igpm/1000gwt
Simonds E.1	2015	IHC 4400/MetalFab 1050igpm/1000gwt
Oak Bay	2015	IHC 4400/MetalFab 1050igpm/1000gwt
Rolling Dam	2015	IHC 4400/MetalFab 1050igpm/1000gwt
Erinville & Dist.,NS	U.1	2016 Dodge Ram 3500/Metalfab light rescue
St. John's, NL	2015	Narwhal C-400 inflatable/Mercury outboard



Windsor's new HazMat1, a 2015 Freightliner M2 chassis with a Multi-Vans box. (Don Easby photo)



Windsor's Joint Emergency Command Unit, a 2007 Spartan/SVI (Walt McCall photo)



The two new stations in Innisfil have been completed, above is the three-bay Station 2 at 1214 20th Side Rd. in Lefroy, which also now serves as IFRS headquarters. Below is the two bay Station 4 located in Cookstown, at 23 King St. N.



Mississauga Station 119 has moved to 6375 Airport Rd. with a two bay fire station and a two bay EMS station. Currently Pumper119 is the only company here. (Rob Simpson photos)



Newly repainted, this is Dofasco Pumper 1, a 1996 GMC Topkick/Fort Garry pumper, equipped with a 1050igpm pump and 500gwt. (Ken Buchanan photos)





Inuvik, NWT recently received this 2015 IHC 4400/Fort Garry 1050igpm Darley pump, a 1000gwt, 25gft and a CAFS. s/n M644. (Dave Stewardson photo)



Iqaluit, Nunavut Engine 1, a 2007 Spartan Diamond/Smeal pumper, 1500igpm, 840gwt. (Smeal)



Pitt Meadows, BC bought this 2007 Spartan Gladiator Classic/Smeal aerial for Quint 1. It has a 1500gpm pump, 250gwt, 12gft(A), 20gft(B) and 75' aerial. Smeal Order # 3374. (Terry Yip photo)



Rocky View, AB E.103, 2015 IHC 7400 4x4/Rosenbauer 840igpm/600gwt/30gft s/n 16443
(John Bowerman photo)



Saskatoon, SK Brush 5, a 2013 Ford F-550 4x4/Blanchat 150gpm/300gwt (Blanchat photo)



Viridien, MB has this 2006 IHC 7400/E-One pumper running as Squad 1. It has a 325igpm pump, an 800gwt, and 50gft.s/n SE 3492 (Dave Stewardson photo)



Hamilton Ladder 9, now at station 18, is a 2015 KME Predator 1665/415/20F/103' (Doug Holmes)



Boisbriand, QC Units 241 and 641, both are Pierce Velocity TME pumper/tankers, 1250igpm/1250gwt/50gftA/50gftB, however 241 is from 2014, 641 from 2012. (SN 27394 & 25909)(Pierce)



St. Leonard, NB took delivery of this 2014 Rosenbauer Commander pumper a couple of years ago. Autopompe 2 sports a 1250igpm pump, 1250gwt and 30gft. (Aerofeu photo)



Shubenacadie, NS received this 2015 Freightliner M2-106/Fort Garry pumper-tanker in the spring. Tanker 121 has a 840igpm pump, 1500gwt and 25gft. SN M555. (Dave Stewardson)



Crossroads, PEI's 2013 IHC 7400/Metalfab pumper has a Hale 1250igpm pump, 800gwt and 20gft. It's also has a 5KW PTO generator and twin 500w light. (Metalfab photo)



This 2012 Spartan Force/Spartan ERV pumper went to Harbour Grace, NL. Pumper 5 has a 1500gpm pump, 1000gwt and 30gft. (Dependable Emergency Vehicles)



From Singapore, 441 is a salvage unit. The early 2000s vintage Volvo is one of a handful to make it onto the SCDF roster. (Kenneth Lai photo)



From the U.K, a 2007 Scania P270/John Dennis pump in Dartford, Kent County. (Bill Hickin photo)



Everywhere...

MANCHESTER, N. H. — Type 85, 750-gal. Pumper

TORONTO, ONTARIO, CANADA
Type 95, 1000-gal. Pumper

IT'S A MACK that sets the pace!

HISTORICALLY SPEAKING: TORONTO'S LONELY 1947 MACK

By Walt McCall

Just after the Second World War, the Toronto Fire Department embarked on an ambitious fire apparatus modernization program. The large fleet of chain-drive, rotary-gear American-LaFrance and Gotfredson-Bickle pumpers purchased in the late 'teens and through the 1920s was outdated and wearing out. Only one pumper had been purchased in the Depression-ravaged 1930s, a LaFrance-Ford for the station on Toronto Island.

A new American-LaFrance 100-foot aerial was delivered in 1946. Two pieces of apparatus were acquired in 1947 -- an American-LaFrance 700 Series rescue squad and a Mack pumper, the latter the first of this fabled make for Toronto. The Mack Model 95-LS arrived at the Ordnance St. shops in late 1947. Bearing Mack serial number 95LS-1090, the 840 gpm triple combination pumper had an open semi-cab -- the T.F.D.'s *last* open-cab pumper (not counting Jeeps that later served Toronto Island). The Mack was placed into service as Pumper No. 19 at the Perth Avenue hall on March 8, 1948. After 15 years of service in the same hall, the Mack was replaced by a new LaFrance 900 Series pumper in 1963 -- the same year the Perth Ave. hall was closed. After a few months as a spare, the Mack was reassigned to Station 33 on Toronto Island -- although its cab doors were still lettered for Pumper No. 19.

Fast-forward now to the spring of 1981. After 17 years of service on the Island, the venerable Mack developed transmission problems. Parts and service were hard to come by, and Pumper #19 was taken back to the mainland and stored at Station 11. A decision was made to dispose of the Mack. Sensing a rare opportunity, four Ontario Fire Buffs Association members banded together to buy it. Fred Beeton, Alan Craig, John Skillen and Scott Weedon formed the *Phoenix Hook and Ladder Company* to jointly acquire the Mack. At about the same time, this active group purchased former Pumper No. 17, a 1953 LaFrance 700.

The Mack became a regular participant at antique fire apparatus musters all over Ontario, and as far afield as the Greenfield Village Muster in Dearborn, Michigan near Detroit. When storage and maintenance became mounting problems in the late 1990s, the Phoenix group donated the fully-equipped 1947 Mack to the Canadian Fire Fighters Museum in Port Hope in 2000, where it still resides today.

For many years, the Mack was an orphan in a veritable sea of American-LaFrance 700 Series pumpers, but in the early 1960s the Toronto Fire Department began buying Mack fire apparatus. Three cab-forward C-Series pumpers and two 100-foot aerials were purchased in 1961, 1962 and 1963. A sixth C-Series Mack joined the fleet when Toronto annexed the Borough of Swansea, acquiring that department's 1965 Mack "C" Series pumper. Toronto acquired a substantial fleet of Mack MC/MR tilt-cab pumpers, aerials, rescue trucks and special units in the 1980s and '90s.

Alas, the tough Mack Bulldog has long since disappeared from the Toronto Fire Services roster.



Toronto's last open cab pumper, a 1947 Mack 95LS with an 840igpm pump. (Neil McCarten photo)



Two views of the C-95 Macks, both had 1050igpm pumps and 125gwts. Spare No. 7 (acting as P.13) is the ex-Swansea 1965 model, below is Pumper 12, delivered in 1962. (Neil McCarten photos)



The last Mack delivered to the TFD was this 1991 MR688P/ Superior/Smeal 105' aerial. (D. Brett)

Golden oldies section, continuing with Toronto.



Pumper 1's 1948 ALF 700 series pump on the tarmac at Adelaide St., its replacement, a 1961 Mack, can be seen behind it. It had an 840igpm pump and 125gwt. (All photos Harold McMann)



Another view of the 1931 ALF Type 233 ladder truck, taken in 1982.



Toronto's first steel aerial, a 1942 ALF JOX 100', then running as a spare, seen at Station 23 along with their 1953 ALF 700 series pumper (840igpm,125gwt). Note the pumper's unusual siren placement.

And from south of the border though now residing in the great Lakes area.



From the Francis Glenn Collection, a 1975 Seagrave 1500gpm pumper, ex-Glenview IL and Eagle River, WI. The 1947 Seagrave 66EB 750gpm pumper below is from Atlantic, IA. (Neil McCarten)



Once serving Maple Rapids, MI, this 1945 IHC KB/American pumper has a 500gpm pump and 300gwt. It is now privately owned and appeared at the Frankenmuth Muster. (Herb Galloway photo)



Moyers Corners, NY Engine 31 is 2013 Pierce Quantum with a 1500gpm pump and 1000gwt.



Syracuse, NY, Engine 1, a 2014 KME pumper, has 2000gpm pump, 500gwt and 55' aerial.



Syracuse, NY Hazmat 1 is a 2011 Sutphen/SVI collaboration. (Ken Walton photos)



From Quebec City, the old and the new, above is a 1949 Seagrave 85' aerial, below the modern equivalent, a 2011 Pierce 100' aerial. (Photos: Will Brooks and L'Arsenal)

Some more from the world's largest gathering of fire apparatus at Interschutz 2015. (Dave Stewardson pics)



The Rosenbauer Buffalo Extreme off-road rig is a fully customizable 3-axle tanker with up to 33,000L on board. It carries an N65 6500LPM pump and 6000LPM monitor. This unit was built on a 2015 Paul Heavy Mover 68-570 6x6 chassis with a top speed of 65kph, it is intended for mining and fuel complexes.



A Rosenbauer/Metz aerial-pump on a Scania P360 chassis for the South Australia Metropolitan Fire Service. It carries a Metz 20m platform, a full pump, tank and foam. It's assigned to Stn. 24 in Woodville.



Above is a BAI Proteus Tunnel Rescue vehicle on a 2015 MAN chassis, built for the Mont Blanc Tunnel Co. (TMB). It has three driving axles and three steering axles for maneuverability. Below, a Polish built Wiss command unit on a 2014 Renault D12 chassis. Unit 303W98 is in service in Warsaw.





A Rosenbauer CRT with bodywork by Sala on a Scania P360 chassis for Norrköping Airport in Sweden.



A Zeigler/Bronto 52m platform on a Scania chassis, destined for a works brigade in Germany.



This NAFFCO Falcon 6 CRT was built in Dubai. It has an 8,000LPM pump, 12,500LWT and 1500LFT.

Our annual colour parade.



This is Bellefonte, PA Quint 2, run by the Undine Fire Co. #2. All four of the company's rigs are done in this striking colour scheme, including an immaculate Mack/Baker Aerialscope. Q.2 is a 2014 KME Aerialcat, 2000gpm pump, 500gwt, 79' stick. SN 8506. (KME delivery photos)



The Lisburn Fire Co. of Lower Allen Township, PA operates this Ford F550/KME mini. MP.24



Linstrom, MN just received this 2015 Rosenbauer Commander engine. It has a Waterous rearmount 1500gpm pump, 850gwt and 20gft. S/N 14000. (Rosenbauer America photo)



This bright yellow 2014 KME engine protects Kenbridge, VA. Engine 3 has a 1750gpm Hale pump, 1000gwt and 30gft along with FoamPro foam system (KME photo).



Beverly, NJ Ladder 12-15 is a 2010 Pierce Impel quint, 1500gpm, 400gwt and 75' aerial. (Pierce Fire)



Belgium-Cold Springs, NY Truck 2, a 1998 Spartan/Simon-LTI 2000/500/85 (Ken Walton photo)



Now that we're deep into winter, here's a reminder of the very warm summer we experienced last year, taken at the Pennsylvania Pump Primers Muster in Harrisburg this past July. Above, Wormleysburg, PA Engine 3-13 lets go with a deck gun. It is a 1992 E-One Cyclone with a 1500gpm pump and 500gwt. Below, a panoply of antique and classic engines at work next to the Susquehanna River. (Greg Brown photos).





The same group from another angle, including a Mack CF formerly with York City, PA. It's a 1972 model, 1250gpm/500gwt. Below, a 1957 Mack B series sedan-cab pumper that belonged to the Liberty No. 4 Fire Company of Schuylkill, PA. The 750gpm rig now resides in the Schuylkill County Historical Fire Museum.





More Toronto Macks...This 1986 Mack/Thibault ran from Adelaide St. HQ with a matching 100' aerial. It had a 1050igpm pump and 300gwt. (Desmond Brett photos)



Many of the TFD Macks made it onto the roster of the new Toronto Fire Services. This 1988 MR688P/Superior pumper was later transferred out to Station 125. 1050/300 (SN#SE 935)



Toronto's original High Rise Unit was a 1985 Mack/Dependable product.

Dubai Civil Defence signs deal to buy 20 jetpacks

By Neil Halligan, ariabianbusiness.com, Monday, 9 November 2015



Dubai Civil Defence has signed an agreement with New Zealand-based firm Martin Jetpacks for delivery of 20 manned and unmanned jetpacks.

The memorandum of understanding, which was signed at Dubai Airshow, will also include simulators, spares parts, support services and both pilot and engineer training for appropriate civil defence and fire service personnel.

Martin Jetpack unveiled the Dubai Civil Defence-branded jetpack at the airshow, after it made its debut at Paris Airshow in June.

Peter Coker, CEO of Martin Jetpack told Arabian Business that the local authority in Dubai was one of a number of Middle East government agencies interested in looking at investing in the technology, which has been around for a number of years.

"It was designed about 35 years ago, so it has gone through a lot of design ever since, and now we're into commercialisation," Coker told Arabian Business.

"There are two ducted fans driven by a two-litre, two-stroke V4 engine, which has 200 horsepower. It flies 74 kph, up to 3,000 feet, and has about 30 to 45 minute endurance right now. It can carry up to 120 kilograms and can be flown manned or unmanned, like a UAV [Unmanned Aerial Vehicle] or a drone. Of course, it's a heavy-flight UAV unlike the little ones that carry up to 8 kilograms, we can carry up to 120 kilograms."

The Martin Jetpack, which is able to be flown by a pilot or via remote control, can take off and land vertically (VTOL) and because of its small dimensions, it can operate in confined spaces such as close to or between buildings, near trees or in confined areas that other VTOL aircraft such as helicopters cannot access.

This highly responsive tactical air asset allows for rapid deployment for Civil Defence roles such as; Intelligent surveillance, Initial intervention, heavy lift payload drone, high rise rescue, and rapid deployment of specialist teams.

As an added safety feature, the jetpack features a low opening ballistic parachute along with carbon fibre landing gear and pilot module.

The jetpack is expected to retail at somewhere between \$200,000 and \$250,000, making Dubai Civil Defence's deal worth somewhere in the region of \$5 million.

Lt Col Ali Almutawa, director of operations at Dubai Civil Defence, said the jetpacks will enable first responders in the emirate to give a fast and professional service when it comes to dealing with emergencies in Dubai.

"Dubai is one of the fastest growing future cities in the world, with its modern skyscrapers and vast infrastructure. It has always been a world leader in adapting new technology to improve and save people's lives, [and] the introduction of Martin Jetpacks into our fleet of emergency response vehicles is another example of how Dubai leads the world," he said.

The deal will also include initial training services and operational support with sale is subject to agreeing a supply contract.



Hay River, NWT operates a 2004 Ford F550/Fort Garry light rescue as Rescue 2 (Photo: Hay River FD)



Dawson City, YT runs this 2015 Spartan Metro Star/Fort Garry engine equipped with a 1050igpm pump and 800gwt. SN 4260 (Fort Garry Fire Apparatus photo)



Port Coquitlam, BC Engine 2, a 2014 Pierce Impel PUC with a 1250igpm pump, 420gwt and 25gft. SN 27569 (Terry Yip photo)



Medicine Hat, AB Ladder 3 is assigned this 2010 Pierce Velocity 100' tower ladder, with a 1750igpm pump, 250gwt and 25gft. SN 23422. (Terry Yip photo)



White Fox, SK still runs this 1987 GMC Brigadier 8000/Superior pumper-tanker. It has an 840igpm pump and a 1000gwt that used to belong to Orillia, ON (SN SE 823)



Minnedosa, MB Unit 1 is a 2015 IHC 7400/Acres pumper/tanker equipped with a 1050igpm pump, 1000gwt and 25gft. s/n 151002133 (Dave Stewardson photos)



From Ontario, Chatham-Kent Aerial 18-14, assigned to Blenheim. It is a 2000 E-One Cyclone II quint with a 1750igpm pump, 500gwt and 75'aerial. SN 121968. (Neil McCarten photo)



Rouyn-Noranda R.221, 2015 Spartan Metro Star/Maxi Metal 1500gpm/1830gwt/20gft(A)/50gft(B)/CAFS



Ladder 6 in Bathurst, NB, a 2014 Sutphen SP70, 1250igpm/400gwt/70' tower. (Bathurst Fire Dept.)



Brookfield, NS 321 got this Freightliner/Metalfab rig in 2014. It has a 625igpm pump and 2000gwt (Metalfab)



Alberton, PEI Pumper 3 is a 2012 Spartan Metrostar/Spartan ERV 1500gpm pumper with a 1000gwt and 30gft. SN 212085. (Photo credit: Dependable Emergency Vehicles)



Deer Lake, NL Pump 5, a 2009 Freightliner M2/Metalfab, 1050igpm, 800gwt & 30gft. (Metalfab photo)

And now some golden oldies from Ontario...



From the Francis Glenn Collection, this 1951 Seagrave Anniversary Series 75' aerial belonged to Oshawa



Blenheim, ON used to run this 1946 IHC/Bickle-Seagrave 450igpm pumper. (All photos: Neil McCarten)



Still serving as a parade unit in Barrie, Unit 4 is a 1934 Reo/Bickle triple-combination, 400igpm & 80gtw.

And not so old...



Chatham-Kent 14-11 from 2007. This 1981 IHC S1800/King pumper was formerly Erieau Pumper 1, it had a 625igpm pump and 800gwt. (Neil McCarten photo)



Severn Twp. Tanker 1, 1992 GMC Top Kick/Almonte tanker 1500gwt. (Neil McCarten photo)



Mississauga had a brief alliance with Mack in the late 80's, including this 1989 MR chassised Superior. Seen here as a spare, it was originally Pump 112, with a 1250igpm pump and 500gwt. s/n SE915. (D. Brett photo)

Some more rigs from Eastern and Northern Ontario...



Smith's Falls, ON 1996 Freightliner FL80/Fort Garry 1050igpm, 1000gwt (Terry Yip photo)



Ottawa Ladder 51 is a 2008 E-One Cyclone/Bronto 1750/300/135 foot (Ken Walton)



Temiskaming Shores 10-15 2015 IHC 4400/Fort Garry 1050igpm(W)/800gwt /25gft s/n #M609 (Dave Stewardson photo)



Sault Ste. Marie, ON P.5 1995 Freightliner FL106 / Superior pumper 1050igpm pump, 800gwt.



Sudbury, ON H-1 is a 1996 Freightliner FL106/Dependable hazmat unit. (Terry Yip photos)



Dryden, ON Tanker 32, a 2004 International 4400/Fort Garry tanker, 550igpm pump, 1500gwt.

A wrap up of deliveries from 2015...



Surrey, BC Battalion 1 is a 2015 Chevrolet Tahoe/Safetek (Shane Mackichan photo)



Telkwa, BC 2015 Freightliner M2-106/Fort Garry 1050igpm/300gwt/25gft s/n M639



Happy Valley, AB E.4 2015 Freightliner M2-106 4x4/Fort Garry 1050igpm(D)/1000gwt /25gft s/n M648



Savanna E.2 2015 Freightliner M2-106 4x4/Fort Garry 1050igpm(D)/1000gwt /25gft s/n M649



Candiac-Delson, QC, a 2015 Spartan Metro Star/Maxi Metal 1500gpm/700gwt/50gft (Maxi Metal photo)



Notre-Dame-Du-Bon-Conseil, QC, a 2012 IHC 7400/Pierce 420igpm/2500gwt (stock unit) (Photo: Jean Simon Hubert, L'Arsenal)



Montréal's new command unit, a 2015 Pierce Velocity. (L'Arsenal)



Notre-Dame-des-Érables, NB, a 2015 IHC/Metalfab 1050igom/2000gwt (Metalfab)

Some unique rigs...



Coombs-Hilliars, BC Tender 101 is a Peterbilt 357/Brenner 3500igwt. Cowichan Bay, BC Tender 45, 2007 Kenworth T800B/Hub PP/2500 (SN 1012) (Terry Yip photos)



This is a Dedicated Fire Protection Unit, at the Vancouver, BC training centre. It's a 2000 Freightliner FL80 flatbed equipped with an Amco Veba Legend 63' crane for carrying pods. Body work done by VFD shops and Highway Products. (Desmond Brett photo)