

And another U.S. department running non-traditional colours...



Mumford, NY Brush 4716 is 2005 Ford F350 with a Darley Skid Unit, 500gpm/200gwt.



Mumford, NY, former Rescue 4718, 2000 Ford F550/American LaFrance/3D Med light rescue SN A22958.



Mumford, NY Engine 4712, a 2011 E-One Typhoon with a 1500gpm pump and a 1000gwt. SN 136439.
(Ian Duke photos)

And the full colour palette...



Farmington, NY has had this white over orange colour scheme since 1990, and their rigs were pumpkin yellow for the previous quarter century. Pumpkin Hook refers to the association's yearly festival. E.832 is a 2006 Pierce Enforcer, it has a 1500gpm Hale pump and a 1250gwt. (Ian Duke photo)



Not surprisingly, Green Creek, NJ rigs sport this white over green motif. Rescue 7397 is a converted 1995 Kaiser 6x6 off road vehicle. (Gary Wignall photo)



Miami-Dade, FL has a distinctive grey over lime set up. Engine 30 is a 2008 Pierce Arrow XT pumper with a 1500gpm pump and a 750gwt. (Pierce Fire Apparatus photo)



Mizpah Fire Company of Hamilton TWP, NJ recently received this baby blue 2017 Pierce Enforcer. Engine 1822 sports a 1500gpm pump, 600gwt and Husky 3 Foam System. (Pierce Fire Photo)



Baker Heights, Ohio Engine is a 61 2017 IHC 4x4/Rosenbauer Timberwolf built with a Rosenbauer NH45 pump, 750gwt and 30gft. (Rosenbauer U.S. Photo)



N. Whiteall Twp., PA (Neffs) Engine 1611, a 2015 Smeal Sirius, 2000gpm/1000gwt/30gft. (Smeal)



Mt. Horeb, WI is known for their all black apparatus. Truck 1 is a 2016 Pierce Quantum quint with a 1500gpm pump, 500gwt and an 85' rear-mount tower. SN 29367.



7. Southampton, NY Engine 12 with a regal black over burgundy. This is a 2015 Pierce Velocity pumper with a 1500gpm pump and 500gwt. (Pierce Fire Photo)



A very unusual bright red over black motif, found in Frontenac, MO. Engine 2914, a 2017 Rosenbauer Commander pumper with an S100 pump, 750gwt, and 32gft. j/n 14267. Rosenbauer U.S. photo)



Continental, OH T.342015 Freightliner M2-106/Midwest 1000gpm(D)/3000gwt JN 2672 (Midwest)



Chile is known for its colourful trucks. Talcahuano has a 2016 Spartan Metro Star/Spartan ERV rig with a 1250gpm Darley pump and a 1056gwt. s/n 215059 (Spartan ERV photo)

The last shot provides a segue into our next international coverage...



A pair of appliances from the Isle of Wight in England. Above is their technical rescue unit, a 2007 Isuzu 4x4. Below is the hydraulic platform based at Newport. It's a Scania P320 chassis with a 32m Bronto tower and bodywork by Angloco, built in 2013. (Colin Carter photos)





Some new appliances for Malta: a 2017 Chinetti water carrier on an Iveco 4 x 4 chassis. It carries 5000 L water with a 2000 l/min Chinetti pump.



An Iveco 4x4/Carmor Scout light ATV pump. It carries 1500L and has a 440LPM pump. (Photos by Anthony Pisani)

Cross Canada Check-up Redux...



Klondike Valley, YT bought this 2016 Freightliner M2-106/Fort Garry engine a couple of years ago. It sports a 1050igpm Darley pump and a 1000gwt. s/n M717 (Dave Stewardson photo)



Yellowknife, NWT recently got this 2017 Spartan/Smeal quint with a 1550igpm pump, 400gwt, 20gft and 75' aerial with an Advantus 6 Foam System. It runs as Engine 9. J/N 4630. (Safetek)



Kelowna, BC Rescue 1: 2016 Spartan Gladiator/Hub heavy squad, 420igpm Hale pump and 300gwt. s/n 1197. (Shane MacKichan photo)



Redwood Meadows, AB Tender 120 is a 2011 Peterbilt PB348/Pierce. 840igpm/2500gwt.



Lloydminster, SK Aerial10: 1986 Spartan CFC3000/Thibault 1050igpm/300gwt/105'. (Terry Yip photos)



Ritchot, MB: a 2014 E-One Typhoon pumper, 1250igpm/800gwt/30gft. SN138312 (Dave Stewardson photo)



Pellatt, ON P.91 is a 2000 IHC 4700 Hale/ Superior/ 420igpm/500gwt/20gft. S# SE2310. (Dave Stewardson photo)



MRC Rimouski-Neigette, QC 656, a 2017 IHC 4300/Maxi Métal command unit. (Maxi Métal)



Dorchester, NB Engine 1, a 2013 IHC DuraStar/Metalfab pumper with a 1050igpm pump, 1000gwt and 30gft. (Metalfab Fire Trucks Photo)



Montague, PEI Unit 4, a 1989 White-GMC WX42/Metalfab pump, 1050igpm pump and a 1000gwt. (Ken Buchanan photo)



Inverness, NS No., a 2015 Freightliner M2-106 / Metalfab pumper, 1050/1000. (Metalfab)



Grand Falls-Windsor, NL Ladder 93 is a 2011 Spartan Gladiator / Crimson quint, it has a 1500igpm pump, 300gwt and 100' aerial. (Spartan ERV photo)

More relatively recent deliveries...



Clearview Twp. ON Tanker 43, a 2017 Freightliner M2 112/Midwest product equipped with a Darley portable pump and a 3000gwt. j/n 2843 (Midwest Fire Photo)



West Elgin Pump 1 is a 2017 IHC//Metalfab engine with a 1050igpm Hale pump and 1000gwt.



Temagami Pump 2, a 2017 Ford F550 4x4/Metalfab light pumper with 1050igpm Hale pump, 300gwt and FoamPro 1600 foam system. (Metalfab Fire photos)



Ramara Rescue 3 - 2016 Dodge Ram 5500 / Asphodel walk-around rescue. (Asphodel)



Toronto Pump 344, a 2017 Spartan Metro Star/Spartan ERV/DEV 2250gpm/600gwt/30gft(A)



Also in Toronto, one of the 2017 Spartan Gladiator/Smeal 105' quints, not yet in service. It has a 2250gpm pump and 400gwt. (Desmond Brett photos)



Victoria B.C. Ladder 2, sporting a new paint scheme, is a 2006 E One Cyclone II truck with a 1665igpm pump, 250gwt and a 100' Bronto tower, formerly with Brookline, Mass. (Terry Yip photo)



108 Mile Ranch, BC (Cariboo Region), Tender 12 is a 2017 Freightliner M2-112/Fort Garry tanker with a 210igpm CET portable pump and a 2500gwt. s/n M859. (Dave Stewardson photo)



Abbotsford, BC Engine 8, a 2016 Spartan Metro Star/Hub pumper with a 1750igpm Hale pump, 500gwt and 50gft. (Shane MacKichan photo)



Salt Spring Island Tender 305, a 2017 Freightliner M2-106/Midwest product with an 840igpm pump and 2500gwt. SN 2793. (Midwest photo)



Surrey, BC received this 2017 Ford F550 4x4/Danko light pumper late last year. It sports a 1050igpm Hale pump, 250gwt, 16gft and a FoamPro 2001 foam system. (Safetek)



Campbell River Tower 1, a 2015 Rosenbauer Commander quint with a 1665igpm pump, 500gwt and a 100' Cobra ladder tower. (Terry Yip photo)



Blackfalds, AB got this 2017 Freightliner M2-106/Pierce product last year. Rescue 103 has a 1500gpm Hale pump, 1200gwt, 30gft, and a FoamPro 2002 foam system. (Wholesale Fire & Rescue)



Calling Lake AB, recently put this 2017 Freightliner M2-114SD/Rosenbauer tanker in service with a 1050gpm Rosenbauer pump, and a 3000gwt. s/n 21654. (John Bowerman photo)



Whitefish FN, AB Unit 459, a 2017 Freightliner M2-106 4x4/Hub wildland pumper. (Hub)



From last year, Avonlea, SK's 2017 Dodge 5500 4x4/Midwest brush unit. It has a CET portable pump, 400gwt and a 8gft. j/n 2848 (Midwest)



An Acres rig from 2017, this one for Transcona, MB. Unit 302 was built on a Ford F550 4x4 chassis with a 1050igpm Waterous pump, 500gwt and 20gft. s/n #170127149.



Holland, MB's newest, a 2017 IHC 7400/Acres pumper equipped with a 1050igpm Waterous pump, 1000gwt and 25gft. s/n 171117160. (Dave Stewardson photos)



St.- Calixte. Unité 860, 2016 Freightliner M2-106/Rosenbauer 1050igpm/1000gwt/20gft.



Longueuil, QC received three of these 2016 Rosenbauer Raptor quints with 1250igpm pumps, 250gwts and 102' aerials. (Aerofeu photos)



Iles-de-la-Madeleine 356, a 2015 Freightliner M2/Maxi Métal pump with a 1250igpm pump, 1000gwt and 30gft. (Maxi Métal photo)



Val-de-Bois/Bowman 621, a 2016 Freightliner M2-106/Maxi Métal walk-in rescue, with an 18' box.



Campbellton, NB just received this 2017 Pierce Saber FR/Maxi Métal pumper. Engine 2 has an 840igpm pump. 1500gwt and 25gft, also a Husky 3 foam system. (Maxi Métal photos)



Hillsborough, NB Tanker 6, a 2017 Freightliner M2-106/Metalfab 420igpm/2000gwt.



Scotsburn, NS Engine 15, a 2017 Freightliner M2-106 / Metalfab 1250igpm/1000gwt/25gft. FoamPro 2001 FS (Metalfab Fire Photos)



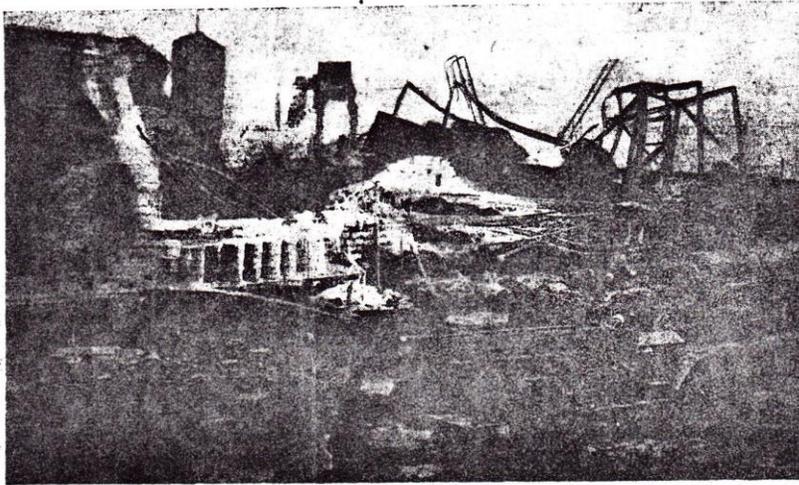
Plymouth, NS, a 2017 Kenworth K270/Metalfab medium rescue (MetalFab photo))

TORONTO FIRE DEPARTMENT MAKES GOOD STOP AT LARGE OIL FIRE

Huge Plant Threatened by Blaze Started by Oil Truck ; Severe Weather Adds to Difficulties of Fire Fighters

AT five o'clock Wednesday afternoon February 11th, Deputy Chief Albert Steen started for his home in the east end of Toronto, Ont. While driving past the British American Oil Company's plant on Keating Street, he noticed a group of employees trying to put out a fire on a warehouse loading platform.

highway lies between the C.P.R. and C.N.R. railway embankment on the north, and Lake Ontario on the south, and the particular stretch on which the Oil Company fronts is known as Keating Street. Dwellings in the vicinity are all located north of the twenty-five foot railway embankment and are comparatively



British-American Oil Company Plant after Fire. Truck, where Fire Started, and Loading Platform Appear in this Picture.

Ordering his driver to pull a second alarm, the Deputy got out of his car and took over the job of confining the flames to the blazing platform and building. It was six o'clock the following morning before he arrived home, and the fire he had battled all night was still blazing furiously, but under control.

The fire started when a fuel oil truck, which had just been gassed up, broke out in a sheet of flame, and before it was finally extinguished, four buildings and contents (including office records), fourteen ten-thousand gallon tanks containing fuel oil and alcohol, and hundreds of drums of by-products were destroyed with the total loss estimated in excess of \$500,000.00.

Fire Chief Peter Herd, handicapped by a broken leg and unable to actively direct the fire, was kept in the picture by the Deputy Chief who reported frequently by telephone. The Deputy was assisted by District Chiefs, Officers and firemen totalling some three hundred in all, who directed and manned twenty-one pieces of fire-fighting apparatus and brought under control the most potentially dangerous fire since the conflagration of 1904, which destroyed the city's downtown business district.

The British American Oil Company's plant occupies five acres of the established and rapidly expanding industrial district bordering No. 2 Provincial Highway, which skirts the southern edge of the city in an east-west direction. The

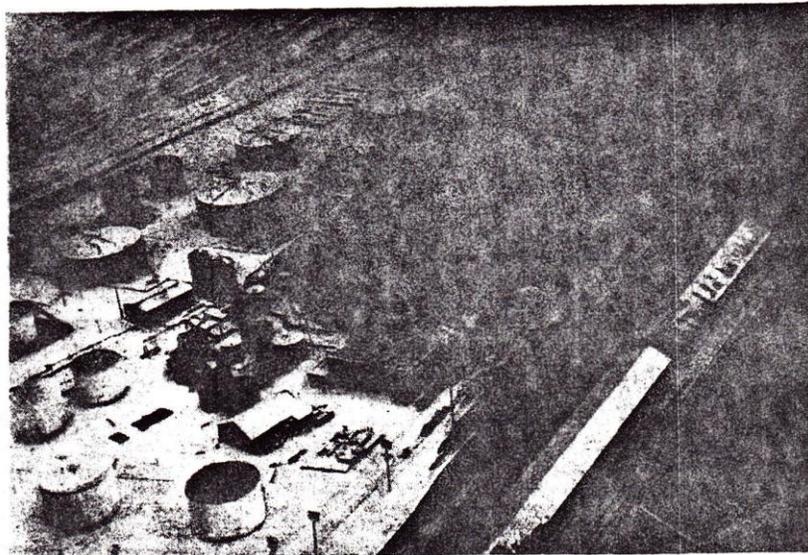
exposure-free. It is possible that if the fire had reached the nest of 200,000 gallon capacity storage tanks, a major disaster would have ensued.

The main task of the firemen, therefore, was to keep the flames confined to the place of origin and away from the

gasoline tanks used for supplying the city's daily needs. The British American Oil Company's property adjoins other oil properties and the local illuminating gas manufacturing utility, and if the gasoline had been reached by flames, the entire industrial waterfront area could have been engulfed.

The Deputy Chief had only one course open and that was to contain the fire, and he accordingly deployed his forces to pour water on buildings and tanks surrounding the blazing warehouse. An alert railway engine crew ran an engine onto the spur line and pulled six cars loaded with drums of oil out of reach of the devouring flames and returned for others, but the firemen by this time had lays of hose across the track and the railroaders had to withdraw. Employees of the British American Oil Company and nearby plants, jumped in and assisted in the emergency by driving all the company trucks out of the vicinity and parked them in the lee of the railroad embankment. The Chief of Police had his Deputy Chief and a hundred policemen on the job and they threw a cordon around the district and kept spectators out of danger and from interfering with the firefighters.

The spectacular fourth alarm fire, of terrific intensity, was confined to a small portion of the company's extensive plant and was noteworthy in the fact that no lives were lost nor was anyone seriously injured. Eight firemen were slightly injured. Out of the Department's total of fifty-seven pieces of fire-fighting equipment, twenty-one were actively engaged at the fire. They consisted of thirteen 800 imperial G.P.M. pumers, a squad car, four aerial ladders and three city service ladder trucks. Seven hydrants, with pressure of sixty pounds, fed from twelve-inch mains, were used for nineteen lays of 2½" hose and one pumper drafted water from the Keating Channel and played two lays from this source. One hydrant was used direct, the remaining pumers worked at an average pressure of one hundred pounds. The pumping time averaged fourteen hours, and one inch tips were used. The estimated amount of water poured on the blaze was 7,000,000 imperial gallons. Eight



View of British-American Oil Company Plant at Toronto, Showing Area Involved by Fire.

hundred and fourteen imperial gallons of gasoline were required to operate the pumps and ironically enough, had to be delivered to the scene by Department auxiliary trucks.

The weather played an important part, just as it did in the 1904 fire. On that occasion, a wind of gale-like proportions drove the flames before it and took terrific toll, then suddenly changed direction and blew back over the burnt-out area. At the recent fire, the wind was originally out of the south with a five-mile per hour velocity. At seven o'clock p.m., it veered to the south-west and at nine o'clock, it changed direction again and blew from the west. At nine o'clock p.m., the walls of the first warehouse building collapsed, allowing the flames access to two large tanks of alcohol. These tanks lasted for some time but finally split from the tremendous heat and their contents became a roaring mass of flame, floating on the huge pond of water which had formed. The terrific heat melted the pipes of the steam supply line and almost trapped two sections of men in a narrow alley between the tanks. The firemen were driven back and it then became necessary to concentrate even more hose lines on the large gasoline storage tanks to the rear of the warehouse. Flames from the collapsed warehouse also followed the loaded railway cars and the second warehouse to the west was the next victim of the fire. From here, the fire destroyed two more buildings and several tanks but the change in the wind forced the flames back over the burnt-over portion and assisted the firemen materially in checking the spread.

When the walls of the first warehouse collapsed, a third alarm was sent in and a few minutes later a fourth was necessary. At midnight, the wind changed again and blew from the north. From about 6:00 o'clock p.m., a wet snow fell and the temperature was twenty-five degrees above zero with the relative humidity seventy-two degrees. In the middle of the night (February 12th), the temperature dropped to ten above zero which added to the discomfort of the tiring firemen. The Red Cross, assisted



Compartment on Truck where Fire Started.

by the staff of the Metropole Hotel, a large downtown hotel, provided the chilled men with hot coffee and sandwiches.

The Department Fire Prevention records indicate the company to be most fire conscious and provided with all necessary extinguishments to cope with fire, and instruction and drill in fire-fighting had been passed along to the foreman level. The company personnel were finished working for the day at four-thirty o'clock p.m. and, except for the city drivers and a few key men, the plant had emptied. There was a total of 1,370,000 gallons of gasoline stored above ground, also 500,000 gallons of light oil and 500,000 gallons of fuel oil.

Investigation revealed that the fire resulted when a live cable leading from the battery of the truck to the starting motor of the electric hose winder, "shorted" on the sharp edge of the metal separating the compartment from the chassis of the truck. The driver of the truck, which was loaded with fuel oil, had just completed filling his gas tank

with twelve gallons of gasoline and moved back to where the compartment was, about six feet in rear of the cab, to take a meter reading. He stated that immediately he opened the doors of the compartment, there was a flash fire and he jumped away and ran into the warehouse to get the extinguishers, at the same time shouting the alarm. A fellow workman heard the alarm and rushed out with two extinguishers. These were very weighty and because there was a verandah type loading platform, it was next to impossible for the two men to unwind the hose and reach the fire in time to prevent its spread. It was this sight that met the eyes of the Deputy Chief as he was driving home. The fire caught on to the loading platform and spread into the mixing and shipping warehouse where there were large quantities of alcohol, grease and lubricating oil, as well as a small amount of gasoline. While the driver of the truck and the second employee were wrestling with the extinguishers, a third employee telephoned the alarm of fire at 5:09 p.m. The Deputy Chief's second alarm call was placed at 5:12 p.m. The third alarm was sounded at 9:17 p.m. and the fourth alarm at 9:20 p.m. The fire was struck out at 4:11 p.m. the following day (February 12th).



Firemen Battle the Fire at the Storage Depot of the British-American Oil Company Plant in Toronto, Ont. Damage Is Estimated at \$500,000.

Reyes - Believe It or Not!

THE FIRST FIREMEN'S STRIKE
 CHIEF JAMES GULICK
 of New York City's volunteer Fire Department, learning he was to be ousted by political foes walked off the job while the old Union Market was burning — and all his firemen followed him
 (April 4, 1836)

2017 RUNS TOTALS FOR BUFFALO FIRE DEPARTMENT

Provided by Rich Sikora

<u>COMPANY</u>	<u>RUNS</u>	<u>COMPANY</u>	<u>RUNS</u>
*ENGINE 2	3405	*LADDER 6	2031
*ENGINE 37	3120	*LADDER 2	1818
*ENGINE 21	3024	*LADDER 4	1806
*ENGINE 23	3023	*LADDER 13	1764
*ENGINE 1	2808	*LADDER 7	1741
*ENGINE 33	2731	*LADDER 14	1483
*ENGINE 31	2672	*LADDER 5	983
*ENGINE 34	2252	*LADDER 10	687
*ENGINE 26	2131	*LADDER 15	561
*ENGINE 3	2128	*RESCUE 1	1135
*ENGINE 36	2083	B-56	456
*ENGINE 19	2047		
*ENGINE 32	1692	Battalion-43	2416
*ENGINE 38	1545	B-44	2152
*ENGINE 22	1467	B-47	1972
*ENGINE 25	1331	B-46	692
*ENGINE 4	1232	F-20	876
*ENGINE 35	1026	HM-1/F16	17/72
*ENGINE 28	880	F-40	887

MISSISSAUGA RUN STATS 2015/16/17

Provided by Aaron Trigiani

FIRE	
P101 – 3271 / 3197/ 3478	P110 – 2313 / 2365/ 2554
S101 – 2793 / 2820/ 2799	A110 – 930 / 969/ 1111
A101 – 1107/ 1121/ 1209	S111 – 2192 / 2308/ 2380
P102 – 1172 / 1286/ 1264	A111 – 1037 / 974/ 1039
P103 – 1250 / 1322/ 1339	P112 – 1571 / 1679/ 1700
A103 – 460 / 481/ 503	P114 – 1431 / 1478/ 1479
P104 – 1135 / 1156/ 1195	S114 – 1824 / 1822/ 1810
S105 – 2017 / 1994/ 2184	P116 – 943 / 1019/ 1020
A105 – 880 / 888/ 974	P117 – 1510 / 1581/ 1676
S106 – 3100 / 3201/ 3386	P118 – 1918 / 1962/ 1861
A106 – 1224 / 1158/ 1286	P119 - 772 / 798/ 818
A107 - 1088 / 1075/ 1079	P121 –1289 / 1344/ 1387
S107 - 2640 / 2692/ 2652	P122 – 1379 / 1445/ 1505
P108 – 1504 / 1540/ 1590	P115 – 1760 / 1786/ 1850
P109 – 840 / 896/ 970	A115 – 742 / 791/ 838

CHIEFS	
C101 – 1/ 0 / 1	C107 – 510 / 543/ 519
C102 – 0 / 0 / 0	C108 – 493 / 535/ 519
C106 - 42/32/28	C109 – 534 / 613/ 599

SPECIALTY TRUCKS	
CT101 –7 / 16/3	AL101 – 73 / 46/ 51
SV101 –10 / 12/6	CP101 –1 / 15/4
RH101 – 23 / 29/26	TR101 - 32 / 6/ 4
H101 – 27/ 17/15	T101 -20 /18/18

BRAMPTON RUN STATS 2015/16/17
Provided by Aaron Trigiani

FIRE	
P201 – 1954 / 2047/ 2397	S206 – 1673 / 1802 / 1956
S201 – 1882 / 1962/ 2019	A207 – 2224 / 2495/ 2744
P202 – 2102 / 2180/ 2320	A208 – 2228 / 2330/ 2422
A202 – 849 / 900/ 947	P209 – 1986 / 1891/ 2071
S203 – 1869 / 2013/ 2013	A209 – 335 In service July 10 2017
P204 – 1790 / 1949/ 2134	S211- 698 / 802/449 <i>dis July 10 2017</i> <i>Reorg as P211 - 437</i>
A204 – 708 / 759/ 749	P210 – 1505 / 1668/ 1781
P205 – 1589 / 2047/ 2049	P212 – 711 / 764/ 433 <i>dis July 10 2017</i> <i>Reorg as S212 – 499</i>
S205 – 1755 / 1850/ 1870	A213 – 1502 /1679/ 799 <i>dis July 10</i> <i>Reorg as S213 - 862</i>
P206 – 2068 / 2506/ 2462	

CHIEFS	
C201 – 0 / 0/ 0	C206 – 120 / 218/ 242
C202 – 1 / 0/ 0	C207 – 1129 / 1016/ 1053
C203 – 1 / 0/ 0	C208 – 1186 / 1066/ 1166

SPECIALTY TRUCKS	
AL201 – 54 / 50/ 40	T209 – 20 / 21/ 21
H204 – 24 / 24/ 29	CP208 – 3 / 3/ 5]
TR202 – 19 / 14/ 22	
RH201 – 22 / 29/ 45	

PEEL REGIONAL RUN TOTALS for 2015/16/17

Mississauga	31063/ 31968/ 34667
Brampton	21068 / 23199/ 24522
<u>Caledon</u>	<u>2411 / 2765/ 2757</u>
TOTAL	54541 / 57932 61946

And a final Flashback February, all from Barrie...



No. 6 was a 1947 Bickle-Seagrave/International Canopy Cab pump, 625igpm/200gwt.



No. 7 was a 1956 LaFrance 710-PJC pumper, 840igpm/125gwt.



Aerial No.1 was a 1948 LaFrance 700 series 85' aerial. (Desmond Brett photos)