

Third Alarm



A Publication of the OFBA

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July - August 2015



On a side trip from his journey to Germany, Dave Stewardson took the time to shoot this 2015 Spartan Metro Star/Smeal recently delivered to Squamish, BC. Engine 2 is equipped with a 1250igpm pump, 600gwt and 30gft. s/n 4369.

Don't forget the OFBA Annual flea Market and General Meeting on Saturday, November 6 in Toronto. It's an election year.

THIRD ALARM

Volume 45 Number 4
July-August 2015

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

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President's Message...

Welcome to the July/August, 2015 issue of the Third Alarm which, knowing our editor, will be loaded with great photos and articles.

Well, the summer buffing season is half over with three very successful photo tours under our belts and three more to go. As previously reported, Larry Ward organized a great tour of Rama, Orillia and Oro-Medonte in May and the report on the June and July tours is included in this issue. Ken Janzen has a great tour lined up of the Belleville Fire and Emergency Service and the Quinte West Fire Rescue Service on August 8 and we do hope to see you there.

Plans are coming together for the Annual Meeting and Fire Services Collectibles Show which will be held on November 8 at the Toronto Fire Academy on Eastern Ave. Thanks to the generosity of a number of members and other buff clubs there will be 4 raffles held this year. More on this in the next issue.

As noted in previous editions, this is an election year and the last Executive Board meeting revealed that, at the present time, we have only 6 nominations for the 8 positions on the Board. Director Walt McCall has decided to step down after over 40 years on the Board and there is one vacancy. None of your executive board is getting any younger and, therefore, I am asking some of our younger members to consider running for office. We also need someone willing to take over the secretarial duties. These duties are not complicated, nor time consuming.

Until next time, enjoy the rest of the summer and I hope to see you soon, either at one of the upcoming tours or at the Annual Meeting.

Bob Rupert, President.

From our Membership Secretary...

An early reminder about the Fire Services Collectibles Show and Sale in November, one of the most important events on the OFBA calendar. We already have a number of very good prizes to be raffled. More details will follow in the next issue of The Third Alarm regarding the tickets.

It appears that a number of individuals have not renewed their membership this year, so we are attempting to attract new members. Tell your friends about the Firematic Show and bring them to the photo tours if possible. When they experience the comraderie which exists between the members, they will be convinced to become part of our organization. I am sure that there are a lot of grandchildren who would be thrilled to visit fire stations – if they have not already done so. That is how I became involved. In fact, my then six year old grandson became a member before I did.

If you have any questions at all about membership or would like an application form, do not hesitate to contact me, or any of the other members. In the meantime, stay safe and enjoy the rest of the summer.

Robert Herscovitch, Membership Secretary

From the Editor...

The main theme of this edition is travel. Dave Stewardson has sent us with a multitude of shots of unique, impressive rigs shown at the world's largest fire show at Interschutz in Germany and Terry Yip provided an excellent overview of the Vancouver Airport Fire Service. Continuing with the sub-theme of fire conventions, Rob Simpson paid an early morning visit to the OAFS Show in Toronto to capture many of the trucks on display before the posters, banners and other accoutrements were put in place. Travellers Rick Loiselle and Robert Herscovitch also contributed photos from far-flung destinations.

Photos this time around from Robert Herscovitch, Terry Yip, Bob Rupert, Dave Stewardson, Gary Dinkel, Rick Loiselle, Kenneth Lai, Ken Walton, Rob Simpson and Neil McCarten

Many thanks to Walt McCall for the TFD article, and to Walt, Gordie Kirkpatrick, Ken Walton, John Bowerman and Bob Rupert for information, and Walt again, for the Windsor roster and Gary Dinkel for the Wellesley Twp. one. Correction from Gary, Guelph P.4 is a 102' rearmount, not 75'.

Desmond Brett, Editor, Third Alarm

Calendar

September 12 - Photo Tour: Georgina, Brock Twp. & Ramara

October 3 - Photo Tour Fort Erie & Pelham

June and July Photo Tours (Article & photos by Bob Rupert)

Sixteen members turned out for a 9 am start at Thorold Station 4 on a cloudy, threatening day as the OFBA visited the Thorold and St. Catharines Fire Services on June 27. After photographing the apparatus, including St. Johns' 1926 REO Bickle pumper we moved on to shoot the rigs at Stations 3, 2 and 1 before lunch. By this time the rain had started to fall and we re-convened at St. Catharines new Station 4 at 1230 where the crew gave us a tour of the new building which includes a secure area containing the city's main computer servers, offices for the Training Division and the new Fire Dispatch centre which we also had a chance to visit.

St. Catharines Fire Dispatch serves 13 municipalities, 11 in Niagara Region and the counties of Haldimand and Norfolk, with a combined area of 4503.25 sq. km. and a 2014 population of 456,225 persons. They dispatch 210 pieces of apparatus from 62 fire stations and are the 5th largest fire dispatch centre (by population) in Ontario after Toronto, Peel Region, Ottawa and Hamilton. Their coverage area is the largest of the five and is second behind Toronto in the number of stations dispatched.

We then carried on to the other five stations in St. Catharines finishing at Station 6 around 4 pm. Although the weather did not cooperate with the rain getting heavier as the day wore on, all present enjoyed themselves and were appreciative of the efforts put in by both the volunteers in Thorold and the on-duty shift (3 Platoon) in St. Kitts who made us feel welcome and didn't hesitate to grant any request.

On July 18, nine members arrived at the Kincardine Fire Hall under sunny skies on a very warm and humid day. The day got off to a slow start, however, as our contact failed to show resulting in some anxious moments for tour organizer Greg Scott of Owen Sound. Fortunately for us, an alarm was sounded bringing out the volunteers who returned from the false alarm in short order (one or two mentioned that perhaps we had turned in the alarm?) and welcomed us with open arms. We then proceeded to the hall in Tiverton before visiting the maintenance facility of the Bruce Power Corporation which is now the largest nuclear power generating plant in the world. The Chief of the Bruce Power Emergency and Protective Services provided us with an overview of the facility and explained the rational behind their recent (2012) purchase of two 2500 IGPM pumpers and three tankers with the same 2500 gal./min. pumps. The rigs were designed to not only fight fires but also provide cooling water for a reactor in case of a failure of the reactors' cooling systems.

After lunch we proceeded to halls in Port Elgin, Southampton, Saugeen First Nation, Tara, Chesley and Paisley before calling it a day. All in all an excellent tour, many thanks to Greg for organizing it.



Saugeen Shores Rescue 66, a 2012 Spartan/Crimson/DEV Heavy Rescue, Job#211141-01



Saugeen Shores L. 59 - 2015 Pierce Arrow XT 75' aerial, 1750igpm/420gwt/20gftB SN#27486



Bruce Power Pumper 1 - 2012 Spartan Gladiator ELFD/Crimson/Dependable 2500igpm/625gwt/42gft. SO#212041-01



Bruce Power Tanker 2 - 2012 International 7600/Crimson/Dependable 2500igpm /1250gwt/42gft. SO#212042-02



One feature of this tour was the abundance of immaculately restored apparatus. Above is Kincardine's 1946 International K chassis Bickle pumper, with a 425igpm pump and 150gwt. Below is Southampton's 1929 Chevrolet /Bickle pumper, it has a 250igpm pump and 60gwt. (Bob Rupert photos)



Another feature of this particular tour was the positive publicity the tour members and our club in general received when a reporter from the Saugeen Times encountered the group and photographed them at two locations. The article and pictures can be seen here:

<http://www.saugeentimes.com/83%20x/Feature%20Fire%20Buffs%20July%2020%202015/Template.htm>

On a similar note, former OFBA member and retired Chief of the Vanguard FD in Saskatchewan, Neil Puckett, reports they are building an emergency utility unit and are looking for a 2.5 gallon, copper-type water pump can. He can be reached at 306 972-2850. Engine 14 will be primarily used during the power outages and also during other emergencies to carry flashlights and other equipment. Being constructed on a 1985 Dodge chassis, it's modeled after a 1914 Waterous rig.



Continuing our coverage in Eastern Ontario, Rick Loiselle brings us two rigs from the Ocean Wave Fire Co. in Carleton Place. Mini-pump 87 is a 2002 GMC W5500/Almonte 350igpm/300gwt, Ladder 2 is a 2004 Seagrave 100' quint, 1250igpm pump. The OWFC has a pair of pumpers on order from Eastway.





Port Coquitlam just put this 2015 Ford F550/ITB light rescue in service as Medic 1.(Shane MacKichan)



Brooks, AB recently acquired this 2015 Rosenbauer Commander engine, with a 1250igpm pump, 1030gwt and 30gft . A recent addition at CFB Borden is this 2015 IHC 7400 4x4/Fort Garry Fire brush rig with 132igpm/ pump, 1000gwt and 20gft. s/n M577. (Dave Stewardson photos)



The apparatus floor...

In order to meet the challenges posed by hosting the Pan Am Games, **Toronto** purchased two 2015 Ford F350 pick up trucks and outfitted them with portable pumps, 1" hose reels and 100 gallon tanks. Designated Pump 551 and 552, they were assigned to Station 346 at the CNE and in a temporary facility inside the athlete's village in Corktown. Staffed with two personnel, they remain inside the perimeter at all times. Two spare pumpers, marked as Pumpers 661 and 662, have been staffed and assigned to float between downtown stations and fill coverage gaps so as to maintain close to normal response times in spite of the increased traffic and entry restrictions at the venues and athlete's quarters. **Toronto** also has a new fire boat going into service. The 70' craft has been named for William Thornton, the first Toronto firefighter to die in the line of duty. It will replace the Sora and is equipped with one monitor. Currently, a PTO pump system has been installed but a separate fire pump will likely be put in next year. (Info from the GTMAA Trumpet)

Niagara Falls is going to add a seventh fire station, with construction expected to begin next spring. A 3.8 acre plot has been purchased at 8530 Lundy's Lane, just west of Kalar Rd., in area that has seen substantial growth. The NFFD is staffed by 116 full-time firefighters and 104 volunteers and is currently advertising to fill five or six full-time positions due to upcoming retirements and 14 volunteer spots.



Gordie Kirkpatrick reports that **Oshawa's** new station 6 will likely be finished in the fall of 2016. It will be located on the north side of Britannia Rd. @ Simcoe St. N. The entire cost of the project is expected to be \$4 million, a crew from another hall will be transferred north when the station opens, at least initially. Gordie also sent in an architects rendering of the unique facility, designed for the rural locale. (Above)

The new **Innisfil** station in Cookstown is now on target to open in November. The new station in Lefroy should be completed already. **East Gwillimbury** is holding two station openings this summer. Station 26 in Mt. Albert, completely rebuilt at 22 Princess St. after a fire destroyed the old hall, hosted a ceremony in June, Station 28 in Queensville has one this month after a major retrofit that saw a new façade put on and a third bay added.

Metalfab reports they have delivered a tanker to **Alvinston, ON** and a pumper to **Blandford-Blenheim**, both on 2015 Freightliner M2-106 chassis. Also for the Ontario market, they are building a walk-in rescue for **Camlachie** and a pumper-tanker for **East Zorra**. **Headingley, MB** now has a Rosenbauer mni pumper on a 2015 Ford F550 chassis, Calmar, AB bought a Rosenbauer pumper on a Freightliner M2-106 chassis. Finally, **West Nipissing** now has an HME Scorpion ladder tower with a 104' platform. The large quint has two, dual steer front axles as well as tandems on the back. It was delivered by Mississauga Fire Apparatus, the new dealer for HME in Canada.



Tiny Twp., ON received this 2015 Freightliner M2-106/Fort Garry pump, along with a twin, for P.1, It has a 1250gpm Waterous pump and 800gwt. Another Fort Garry rig went to s/n M627



This is Wellesley Twp.'s old Pumper 1, now with Oromocto, NB. The 1998 Freightliner FL 80 /Metalfab pump, 1050igpm/800gwt, was traded in to Metalfab, who refurbished and repainted the formerly yellow truck and sold it on. (Metalfab Fire photo)



Clarington recently put this 2015 Spartan Metro Star/Fort Garry pumper in service as Pumper 14. It has a 1000igpm Hale pump, 500gwt, 25gft(A) and a FoamPro 1600 foam system, snM600. (Dave Stewardson)

Apparatus Roundup: ONTARIO *-corrected or added information for a previous listing

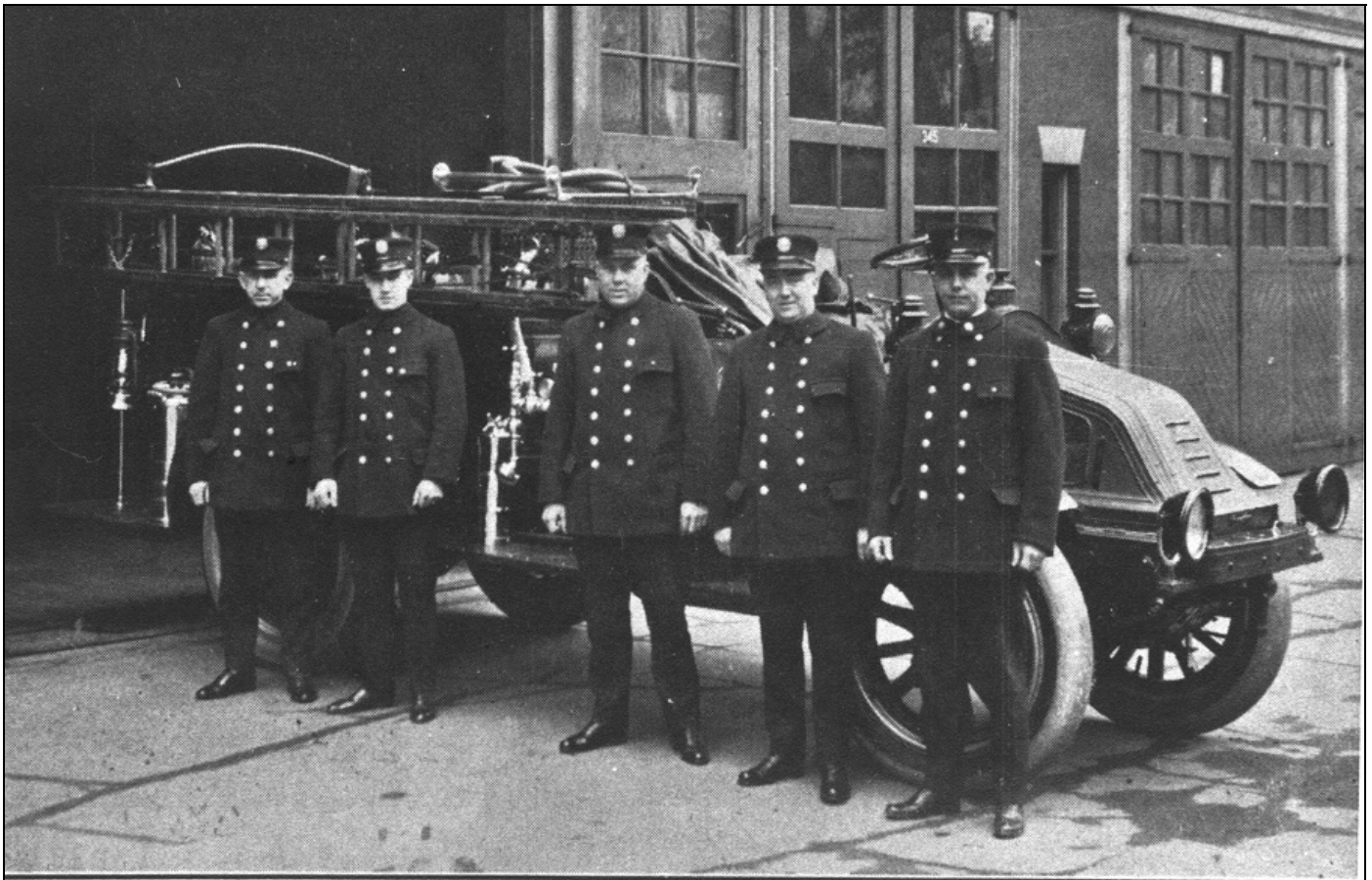
| | | | |
|------------------|-------|------|--|
| Tiny Twp., | P.1 | 2015 | Freightliner M2-106/Fort Garry 1250gpm(W)/800gwt s/n M627 |
| Tiny Twp., | P.2 | 2015 | Freightliner M2-106/Fort Garry 1250gpm(W)/800gwt s/n M626 |
| Toronto | (10) | 2015 | Chevrolet Tahoe (Chief's Vehicles, assigned to Cars 10,11,20,30,33 and 40) |
| Muskoka Lakes | R.5 | 2015 | Ford F-550/Eastway light rescue |
| Milton | P.11 | 2014 | KME Panther/Challenger 1050igpm/625gwt/20gft s/n 9529-01 |
| Milton | P.41 | 2014 | KME Panther/Challenger 1050igpm/625gwt/20gft s/n 9529-02 |
| Walkerton | | 2015 | Freightliner M2-112/Pierce medium rescue s/n 28016 |
| Grey Highlands | S.12 | 2015 | Ford F-550 Crew Cab 4x4/Rosenbauer PTO/300gwt mini* |
| Guelph | P.4 | 2014 | Rosenbauer Raptor/Metz 1250igpm/190gwt/30gft/102' rearmount* s/n 83678 |
| Markham | 954 | 2015 | IHC Workstar 7500/Danko 300igpm/2500gwt |
| Perth | 720 | 2014 | Spartan Metro Star MFD/Arnprior 1250igpm/800gwt SN 273012* |
| Kincardine | 126 | 2015 | Freightliner M2-106/ITB medium rescue* |
| Clarington | P.14 | 2015 | Spartan Metro Star/Fort Garry 1000igpm(H)/500gwt/25gft(A) FoamPro 1600 FS (M600) |
| St. Clair Twp. | T.44 | 2014 | Freightliner M2-106/Metalfab tanker 420igpmPTO/1500gwt |
| Kawartha Lakes | | 2015 | Spartan Metro Star/Carl Thibault 1050igpm/850gwt |
| Southwold Twp. | | 2015 | Spartan/Metalfab rescue |
| East Gwillimbury | T.284 | 2015 | Spartan Metro Star-X MFD/Spartan ERV/Dependable |
| McNab/Braeside | | 2015 | IHC/Arnprior 840igpm/2500gwt |
| Ottawa (6) | | 2015 | KME Predator Severe Service 1250igpm/(W)600gwt/20gft |
| South Glengarry | T.2 | 2015 | Spartan/Eastway 1250gpm/3000gwt |

OUT WEST

| | | | |
|------------------------------|-------|------|---|
| Courtenay, BC | | 2015 | Spartan Metro Star/Fort Garry 2000igpm(H)/740gwt/20gft(A)/30gft(B) (M580) |
| Port Coquitlam | M.1 | 2015 | Ford 350/ITB light rescue (Medic Unit) |
| Lantzville | E.2 | 2015 | Rosenbauer 1250igpm/900gwt/25gft |
| Squamish | E.2 | 2015 | Spartan Metro Star/Smeal 1250igpm/600gwt/30gft s/n 4369 |
| N. Vancouver | R.10 | 2015 | Freightliner M2-106/Hub medium rescue |
| Esquimalt | | 2015 | Rosenbauer Commander FX 1500gpm(W)/657gwt SN 16522 |
| Surrey (3) | | 2015 | Freightliner M2-112/Smeal 1500igpm(D)/2000gwt |
| Coquitlam | R.2 | 2015 | Spartan Gladiator/SVI 625igpm/300gwt/10gft s/n 892 |
| Port Renfrew | | 2015 | Dodge 5500/ITB PP/400gwt mini pumper |
| Brooks, AB | U.218 | 2015 | Rosenbauer Commander 1250igpm/1030gwt/30gft |
| Calgary PT.01 & PT.02 | | 2015 | Freightliner 114SD/Galbreath Hoist w/Western Cascade container |
| Calgary | (2) | 2015 | Ford F550 Supercab/ITB/Aquatic Rescue Units |
| Lesser Slave Lake (Flatbush) | 151 | 2015 | Freightliner M2-106/Pierce 840igpm/2500gwt* |
| Suncor Energy (Ft. McMurray) | L.1 | 2015 | Arrow XT/Bronto 2000gpm(W)/114' tower Husky 60 FS |
| Leduc Cnty. | P.11 | 2015 | Spartan Metro Star/Fort Garry 1050igpm(D)/1000gwt/10gft(A)/25gft(B) SN 599 |
| Leduc Cnty | | 2015 | IHC/Dependable rehab/support unit |
| Wood Buffalo | | 2015 | Pierce Velocity 2000gpm(W)/500gwt/??gft(A) FoamPro 2001 FS |
| Lloydminster | A.18 | 2015 | Rosenbauer Commander FX 1750gpm/250gwt/115' aerial SN 83625 |
| Moose Jaw, SK | E.1 | 2014 | Spartan Gladiator Evolution/Spartan ERV 1500gpm(H)/600gwt/30gft SN 213160-1 |
| Boissevain, MB | | 2015 | IHC Workstar 7500/Acres 1050igpm(W)/1000gwt /25gft SN 150521129 |
| Nipawin | | 2015 | Freightliner M2-106 4x4/Fort Garry 1050gpm(W)/1000gwt/25gft s/n M625 |
| St. Anne | | 2015 | Freightliner M2-106/Fort Garry walk-in rescue sn M622 |
| Winkler | P.242 | 2015 | Spartan Metro Star/Fort Garry 1250igpm/800gwt/2x20gft sn M623 |
| St. Theresa Point | | 2015 | Freightliner M2/Fort Garry 1250gpm(H)/1200gwt FoamPro 1600 sn M571 |
| Shoal Lake | | 2015 | IHC Workstar 7400/Acres 1050igpm(W)/1000gwt /25gft SN 150626130 |

QUEBEC, MARITIMES

| | | | |
|--|--------|------|--|
| Beaubassin | | 2015 | Freightliner M2-106/Rosenbauer 1250gpm(R)/1569gwt sn 16801 |
| Sorel-Tracy | | 2015 | UMA 17' rescue boat |
| Saint-Philémon | U.218 | 2014 | Freightliner M2-112/Carl Thibault pumper 1050igpm/840gwt 40gft SN 2679 |
| Throne | | 2015 | IHC Workstar/Rosenbauer FX 420igpm(D)/2500gwt sn21497 |
| Beauharnois | U.617 | 2015 | Freightliner M2-112/Carl Thibault pumper/tanker1050igpm/2500gwt/25gft |
| Sainte-Catherine-de-la-Jacques-Cartier | | 2015 | Dodge Ram 1500 (fire chief) |
| Mansfield-et-Pontefract | U.8112 | | 2015 Chevrolet Tahoe 4x4 (first responders) |
| Fredericton, NB | Q.1 | 2015 | Rosenbauer 1250gpm/400gwt/75' quint |
| Oromocto | 418 | 1998 | Freightliner FL 80/Metalfab 1050igpm/800gwt ex-Wellesley Twp, ON |
| Bridgewater, NS | U.7 | 2015 | Ford F250 4x4/Rocky Mountain Phoenix light rescue |



The 1915 Kelly-Springfield Salvage Squad - *Walt McCall Collection*



The 1928 LaFrance Type 92 as delivered. - *Walt McCall Collection*

TORONTO'S EARLY RESCUE SQUADS

By Walt McCall

The Toronto Fire Department purchased two milestone pieces of fire apparatus in 1915 – the city's first motor pumper, the Waterous profiled in our March/April issue – and its first motorized squad truck.

Toronto's first squad – or, in T.F.D. parlance of the day, *Salvage Car* -- was a 1915 Kelly-Springfield. The commercial truck chassis was built by the Kelly-Springfield Motor Truck Co. of Springfield, Ohio, but the builder of its open squad-type body is not known. *Salvage Corps*. could be found at the time in most big cities in North America. *Underwriters Salvage Corps* members worked alongside the firefighters, spreading tarpaulins over merchandise and furnishings to minimize fire losses and water damage. In Toronto, the *Salvage Squad* was the forerunner of the specialized rescue squads which came later.

With its distinctive sloped “coal scuttle” hood, the Kelly had a 35-gallon chemical tank under the driver's seat. Chemical hose was carried in a metal basket at the forward end of the squad body. The speedy little squad car was placed into service as *Salvage Corps. No. 1* at the T.F.D.'s old Bay Street station and transferred to the Headquarters Hall on Adelaide St. W. when the Bay Street hall was closed in 1924.

After 13 years of service, the well-worn Kelly-Springfield salvage squad rig was replaced by a new 1928 American-LaFrance. In 1927, ALF introduced a new series of smaller custom-chassis rigs powered by Buda engines. The new *Types 91 and 92* bridged the gap between commercial-chassis (Fords, Chevrolets etc.) apparatus and LaFrance's big custom-chassis *Metropolitans*, like the four Type 145 pumpers the T.F.D. also placed into service in 1928. Built in the LaFrance Fire Engine & Foamite Ltd. plant on Weston Road and bearing ALF factory serial number L-248, the new salvage squad car was listed in plant records as a *Type 92 Combination*. Just like its predecessor, the Type 92 had a soda and acid chemical tank under the driver's seat. A cylindrical fuel tank and rectangular chemical hose box were mounted at the forward end of the body. What normally was the hose box was instead loaded with salvage and rescue gear. The crew rode the rear step, just like on a pumper.

Still called the *Salvage Squad*, the 1928 LaFrance went into service at the Adelaide St. hall on October 11, 1928, from where it responded to all multiple alarms in the city. In the mid-1930s, the Ordnance St. shops added a windshield, two short ladders, and a turret nozzle.

After a respectable 19 years of service, the 1928 LaFrance was replaced by an ultra-modern closed-cab American-LaFrance 700 Series squad in 1947. The new squad's doors were lettered *Squad Car No. 1*. The following year the 1928 LaFrance Type 92 was sold to Waubaushene, near Port Severn, where it remained into the 1960s. As noted in an earlier column, after only two years the 1947 ALF 700 squad was replaced by an identical 1949 ALF 700 – the first T.F.D. squad lettered *Rescue Squad No. 1* on its cab doors. The *Rescue Squad* designation was used on a number of later T.F.D. rescue squad rigs, but by the 1980s the word *Squad* was dropped with just *Rescue* on the cab doors or body.

Station No. 1 – 815 Goyeau St. WFRS Headquarters Opened 1970

| | | |
|--------------------|---|------------|
| Engine 1 | 2013 Rosenbauer/Spartan 1050/600 | Shop #4032 |
| Truck 1 | 2013 Sutphen SP70 1050/300/70; Mini-Tower Quint | #4033 |
| E.S.U. 1 | 2000 Saulsbury/Spartan MetroStar Air & Light Unit | #4013 |
| Command 1 | 2013 GMC Pickup, 4-Door with Cap | #3023 |
| Special Ops | 2012 GMC Van (White) | |
| Fire Investigation | 2012 Ford E-Van | |

Station No. 2 – 3121 Milloy St. at Chandler Road (2015)

| | | |
|-----------|---------------------------------------|-------|
| Engine 2 | 2010 Rosenbauer/Spartan 1050/600 | #4025 |
| Rescue 2 | 2000 Saulsbury/Spartan Heavy Rescue | #4011 |
| Command 2 | 2013 Ford F250 4-Door Pickup with Cap | #3026 |

Station No. 3 – 2750 Ouellette Avenue at Edinborough St. (1976)

| | | |
|--------------|--|-------------------------------|
| Engine 3 | 2013 Sutphen SP70 1050/300,70 Mini-Tower Quint | #4034 |
| Command Post | 2007 SVI/Spartan Mobile Command Unit (White) | WFRS & Windsor Police Service |

Station No. 4 – 2600 College Avenue near Huron Church Rd. (1964)

| | | |
|----------|---|-------|
| Engine 4 | 2008 Rosenbauer/Spartan 1050/500 | #4024 |
| Truck 4 | 2013 Sutphen SP95 1050/300/95' Aerial Tower | #4035 |

Station No. 5 – 1905 Cabana Road W. (1978)

| | | |
|----------|----------------------------------|-------|
| Engine 5 | 2013 Rosenbauer/Spartan 1050/600 | #4031 |
|----------|----------------------------------|-------|

Station No. 6 – 2650 Airport Road, Windsor International Airport (2012)

| | | |
|----------|---|-------|
| Tanker 6 | 2010 Rosenbauer/Spartan 1050/1000 Pumper/Tanker | #4027 |
|----------|---|-------|

Station No. 7 – 1380 Matthew Brady Blvd. at Lauzon Parkway (2012)

| | | |
|-------------|---|-------|
| Engine 7 | 2010 Rosenbauer/Spartan 1050/600 | #4023 |
| Truck 7 | 2013 Sutphen SP95 1050/300/95' Aerial Tower | #4036 |
| HazMat Unit | 1996 GMC Pickup with Fifth-Wheel HazMat Trailer | #4019 |

Apparatus Shops – 2885 Kew Drive (1982)

| | | |
|--------------|--|-------|
| Spare Pumper | 2008 Rosenbauer/Spartan 1050/400 | #4026 |
| Spare Pumper | 2007 Pierce Velocity 1050/750 | #4022 |
| Spare Pumper | 2003 Rosenbauer/Spartan 1050/600 | #4020 |
| Spare Pumper | 1995 E-One Hurricane 1050/400 | #4003 |
| Spare Pumper | 1995 E-One Hurricane 1050/400 | #4004 |
| Parade Rig | 1959 Elcombe 840/150 Canopy Cab Pumper | |
| Parade Rig | 1947 Mercury Panel Ambulance | |



Windsor's new Station 2 at 3121 Milloy St. (Walt McCaul photo)

WELLESLEY TOWNSHIP Fire Apparatus Roster by Gary Dinkel

STATION 1 LINWOOD 32 Adelaide Street

| | | | |
|--------|---|------|--|
| Pump | 1 | 2015 | Metalfab Spartan Metrostar-X 1250/800/30/30 |
| Tanker | 1 | 2011 | Asphodel International 7400 6x4 440/2500 gallon tanker |
| Rescue | 1 | 2008 | Asphodel GMC 5500 |

All units red.

STATION 2 ST. CLEMENTS 2671 Hergott Road

| | | | |
|--------|---|------|------------------------------|
| Pump | 2 | 2007 | Rosenbauer FL M2 1050/800/20 |
| Tanker | 2 | 2001 | ALF FL-80 1800 gallon |
| Rescue | 2 | 2008 | Asphodel GMC 5500 |

All units red.

STATION 3 WELLESLEY 1379 Queens Bush Road

| | | | |
|--------|---|------|---|
| Parade | | 1950 | Maple Leaf Chevrolet 450/500 |
| Pump | 3 | 2002 | Fort Garry FL80 1050/700/20 (W/R) |
| Tanker | 3 | 2012 | Asphodel International 7400 440/2500 |
| Rescue | 3 | 2007 | Asphodel GMC 5500 |
| Aerial | 3 | 1987 | Thibault Mack 1050/500/82' ex Hanover, ON |

Pump 3 is white over red, all other trucks are red. Wellesley Twp. is part of Waterloo Region and uses the 800mHz trunked radio system, they are dispatched on 154.01mHz.



Wellesley Twp. recently put this 2015 Spartan Metrostar-X Metalfab pumper in service in Linwood. Pumper 1 has a 1269igpm pump, 800gwt, and twin 20gfts. (Gary Dinkel photo)



This impressive beast was on display at Intershutz. It's a 2015 Ferrara Inundator and, as indicated, flows 5500gpm or 21,000LPM, same as a decent sized fire boat. (Dave Stewardson photos)



Another impressive demo, this was at the OAFCA show, this is a Rosenbauer MP3 pumper with an IHC chassis with a Lone Star hood. (Rob Simpson photo)



From the international desk: two from Istanbul, Turkey: a typical structural pumper, an Iveco/Magirus. and a Magirus 125' turntable ladder on a Mercedes 2631 chassis. (Rob Herscovitch)



Singapore's SCDF 431, a Scania P310/Metz 56m (184') turntable ladder. (Kenneth Lai)



More Ottawa: Air Tender 54, a 2006 Ford/PK Bodies air truck, and Rescue 43, a 2010 Spartan/Eastway heavy rescue. Ottawa runs 6 front line walk in heavy rescue companies, all running similar Spartan Metrostar/Eastway rigs. Rescue 64 and Rescue 93 run 2007 models, Rescue 53 and Rescue 82 run 2009 models, while Rescue 12 and Rescue 43 run 2010 models. In reserve are two 2003 HME/Almonte walk around heavy rescues. There are plans to replace the 2 reserve rescues in the near future.

More news from the east: North Stormont has recently placed in service 2 International/Eastway 2500 gallon tankers. Arnprior is expecting delivery of a 2015 Spartan/Arnprior pumper, and McNab/Braeside received a 2015 International/Arnprior 840/2500 tanker that will go to Station 2 in White Lake, and replaces a 1984 GMC/King 840/1000 and a 3500 gallon converted milk truck. (Photos and info from Ken Walton)





Vaughan's new Station 710, at 10,800 Dufferin St., houses a pumper and the command unit.



From Eastern Ontario, this Leeds Station 2, located at 151 Main St. in Seeley's Bay.
(Neil McCarten photo)



Vancouver Airport's massive new fire station has seven bays, with the remaining doors for mechanical work and seasonal vehicle storage. The two story section used by fire opened in June after a major retrofit. Aside from the usual crew quarters on the ground floor, there is a separate decontamination shower/change area, material storage (Terry counted 250 50lb pails of purple K and a foam tank that measures 12'x12'x10', the latter equipped with a pump and hose for easy refilling). Also on ground level are incident debriefing rooms, offices and a room for testing and filling extinguishers. Upstairs are a boardroom, exercise room, a large kitchen and dining area, more offices and an open patio for the crews to relax in. (Info & picture from Terry Yip)



Vancouver Airport Red 7, the medical response vehicle, is a 2009 Ford F550 SD XL 4x4 chassis, equipped with an ERS body, transferred from an earlier light rescue.



Red 4 is an Osh Kosh Striker 3000 with a 2000gpm pump, 3000gwt, 420gft and 500 lbs dry chemical. Red 2 is a 4500 model, again 2000gpm but with a 4500gwt and 630gft. It also carries dry chem..





The line up, all five crash rigs, Red 5 (middle) and 6 are also Striker 3000s and have 50' Snozzles



Red 2 is another Striker 4500 model, again 2000gpm/4500gwt/630gft/500 lbs dry chem. But with a 40' Snozzle. Red 1, a 2009 Ford Expedition XL, is the duty officer's car. (Terry Yip photos)





More antiques for you, first up is the former St. Johns, ON FD No. 1. It's a 1926 Reo/Bickle which has 420 igpm rotary gear pump. It's beautifully maintained by the Thorold FD. Then we have Paisley's parade piece, a 1946 Ford / Bickle rig with a 420igpm pump and 80gwt. (Bob Rupert photos)





Two more from the May tour. Rama Rescue 51, a 2002 IHC 4300/Superior rig with a 625igpm pump, 300gwt and 30gft. It carries Superior number SE 2705. Oro Medonte Tanker 5 is a 2007 IHC 4400/Metalfab product with a 420igpm pump and 1600gwt. SN M07-8073 (Desmond Brett)





Rosenbauer unveiled the new Panther ARFF truck at Interschutz. The 4x4., above, and the 6x6, below, which has an 8000LPM pump, 12,500LWT, 1500LFT and carries 250kg of powder. This one is also equipped with a Stinger 54 HRET.





What every chief needs, a really fast Mercedes coupe. This is a 2015 AMG GT5.



From the Czech Republic, a THT Policka 9,000L water tender on a Tatra T815 6x6 chassis. It also carries 500L foam and has a full size pump.



From Japan, a Morita Super Gyro 30m TL on a custom Hino chassis. (Dave Stewardson photos)



Presented at the OAFS Show last May and new to Huron East is this 2015 Freightliner M2/DEV medium rescue, assigned to Seaforth as Rescue 7. (Rob Simpson photos)



Also at the show, Bracebridge Rescue 15, a 2015 Spartan Metro Star-X/Metalfab medium rescue.



Visiting outside the venue was then new Brampton Squad 205, a 2015 Spartan Metro Star-X/DEV rescue-pump which as a 1250igpm pump, 500gwt and 25gft. (Rob Simpson photos)



Severn Township's new Pumper 4 was also in attendance, it's a 2014 Freightliner M2-106/Metalfab rig with a 1050igpm Hale pump, 800gwt and 20gft, also has a FoamPro 2001 foam system



Two more Ontario deliveries: South Frontenac put this 2015 Kenworth T370/Fort Garry heavy rescue into service this spring, it has an 18' box, SN 620 (Dave Stewardson photo)



Vaughan's Platoon Chief now responds in this 2015 Ford Explorer Police Interceptor. It runs from Station 72 in Maple. (Desmond Brett photo)



Lintlaw, SK purchased this stock unit from 2013 Fort Garry earlier this year on a Freightliner M2-106 chassis. It came with a 1050 igpm Hale pump, 800gwt. s/n M404.



Moose Jaw, SK E.1 bought a 2014 Spartan Gladiator Evolution/Spartan ERV pumper this year, equipped with a 1500gpm Hale pump, 600gwt and 30gft. SN 213160-1 (Dave Stewardson photos)



Leduc County Pumper 9 is a 2015 Dodge Ram 5500/Fort Garry, 150gpm/200gwt/12gft/CAFS.



Leduc County Pumper 11, a 2015 Spartan Metro Star/Fort Garry 1050igpm/1000gwt/10gft(A)/25gft(B)



Lantzville, BC Engine 2 is a 2015 Rosenbauer pumper with 1250igpm pump, 900gwt and 25gft.
(Dave Stewardson photos)



Courtenay,BC recently received this 2015 Spartan Metro Star/Fort Garry pumper. It has a 2000igpm Hale pump, 740gwt, 20gft(A) and a 30gft(B). It's assigned to Engine 10, s/n M580.



This 2015 Freightliner M2-106/Fort Garry pumper tanker went to Shubenacadie, NS. Tanker121 sports an 840igpm pump,1500gwt and a pair of 25gfts. s/n M555. (Dave Stewardson photos)



From the Bahamas, a pair of 2014 Freightliner/Rosenbauer pumpers, both with 1000gpm pumps and 1000gws. Delta 9 has a two-door cab, Delta 10 the four-door model. (Rick Loiselle photos)



From Singapore, a MAN prime mover with a water supply module on board. (Kenneth Lai)