



Third Alarm



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July - August 2018



This unique rig belongs to Kamloops, BC. Brush 7 is an International MXT 4x4/Android industries off-road rig equipped with a portable pump, 200gwt, 10gft(A) and a CAFS. It was shot by Dave Stewardson, who attended a marathon buffing tour covering dozens of stations in Alberta and B.C. with Terry Yip, John Bowerman, Mike MacDonald, Dan Goyer and Mike McNulty. Photos from the tour grace the pages of this issue and many more will appear in the next

THIRD ALARM

Volume 48 Number 4
July - August 2018

OFFICIAL NEWSLETTER
of the
ONTARIO FIRE BUFF ASSOCIATES
(founded 1971, Incorporated in 1979)

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President's Message...

Our first two day photo tour in a couple of years began when 10 members; Larry Ward, Gord Kirkpatrick, Ken Buchanan, James Buchanan, Greg Brown, Des Brett, Gary Dinkel, Herb Gallaway, Rick Loiselle and yours truly along with two guests; former member Doug Edwards and Mike Johansen, arrived at London Station 5 on July 21 at 9 am. A warm and cloudy Saturday saw us given a warm welcome at Stations 5, 9, 11, 12, 2, 1, 6 & 3 but Engine 14 was out on a call and we were unable to visit them due to time constraints. Sunday dawned with overcast and drizzly conditions but that didn't stop nine of the group from visiting stations 4, 8, 13, 7 & 10 after which we all made our way safely home. Many thanks to the officers and firefighters of the London FD for their cooperation and to VP Rick Loiselle for making the arrangements. An updated London roster follows in this issue.

Ken Buchanan has an excellent tour lined up for August 25 which will see us visit the Six Nations Fire and Emergency Services and Haldimand County where we will visit six of their 11 stations. Plans are that we will visit the rest next year along with Port Colborne and Wainfleet. The schedule for this years' tour can be found further along in this issue along with that of the September 15th tour in the Cambridge area.

The OFBA has received a request from a non-profit group who have been given a five year lease on the old Central Fire Hall in Welland in which they want to create a Fire Museum. On September 29 they will be having a celebration to open the doors to the public and would like to have as many pieces of antique apparatus in attendance as possible. If you or someone you know has an antique rig and would like to display it at this event please contact Chris Venditti at 289-821-1870 for further information.

Until next time, stay safe and hope to see you in Ohsweekan on August 25th and Ayr on September 15th.

Bob

From our Membership Secretary

It appears that we have lost a number of members this past year who have not renewed their membership and two who have passed away. We have gained four new members, and are always on the look out for new ones. If you know of anyone who is interested in the Fire Service, speak to them about joining our organization. The cost to join is minimal and covers receipt of six issues of The Third Alarm – one of the best fire buff news letters put out. It consists of up to 40 pages of informative articles and photos of equipment from all over – all sent in by the members.

Also, although the summer is far from over, it's never too early to remind everyone of the Fire Services Collectibles Show and Sale on Saturday November 3rd, so mark that date on your calendar. A notice was sent out with the last issue of the T/A and more information will follow in the next one. In the meantime enjoy the rest of the summer and stay safe.

Robert Herscovitch, Membership

From the Editor...

Another feast for the eyes with photographs provided by: Terry Yip, John Bowerman, Gordie Kirkpatrick, Walt McCall, Alan Craig, Gary Dinkel, Dave Stewardson, Ken Buchanan, Bob Rupert, Kenneth Lai, Ken Walton, and Neil McCarten. Thanks to Maxi Métal Fire Trucks, AeroFeu, Rosenbauer, Lantz and Metalfab for photos and info. Thanks also to Ken Buchanan, Rob Simpson, Ken Walton, Doug Holmes, Rick Loiselle, Gary Dinkel and Bob Rupert for providing info and rosters, and of course, to Walt for his column, and Rob for his historical articles.

Desmond Brett, Editor, Third Alarm

Calendar...

August 25: OFBA Photo Tour - Six Nations Fire Dept. & Haldimand County Fire Dept. Stations 1-6

Six Nations Fire Dept. & Haldimand County Fire Dept. Stations 1-6

- 0900 hrs - Six Nations Station 1 - 17 Veterans Lane, Ohswekan (all photos will be taken here)
Parking at side of Station
- 1000 hrs - Haldimand County Station 1 - 10 Caithness St. West, Caledonia - Parking is across the street in the municipal lot
- 1040 hrs. - Haldimand County Station 2 - 124 Main Street South, Hagersville - Parking at rear of Station - Turn right at the light at Parkside Dr. Go down past Nottingham Trucks and turn left into the rear lot.
- 1120 hrs. - Haldimand County Station 3 - 2985 Main Street (Highway 6), Jarvis
Lunch Timmies in Jarvis, there is also a burger joint and Subway at Hwy 3 & 6 as well as a sit down restaurant in town. Or continue into Cayuga. Other options are the Burger Barn on 4th Line on the Reserve or the A&W in Caledonia.
- 1300 hrs - Haldimand County Station 4 - 11 Thorburn Street South, Cayuga
- 1340 hrs - Haldimand County Station 6 - 7 Darling St., Canborough. From Cayuga go through the village of Canfield and follow Hwy 3 to the curve to Dunnville, do not take the curve, Go straight through and turn right opposite the feed mill. Parking at the community center beside the hall.
- 1415 hrs - Haldimand County Station 5 - 357 County Road 56, Canfield. Go back up Hwy 3 to RR 56 at the flashing light, turn right.

Home: Follow Regional Rd 56 into Hamilton. Go straight through on to Upper Centennial then turn left on Mud St to The Lincoln Alexander Parkway to either of the 403 to 401 London / Sarnia or the Red Hill Valley Parkway north to the QEW Toronto / Niagara.

September 15: OFBA Photo Tour - Cambridge, ON & Area Fire Departments

Note: Tour coordinator requests that due to the tight schedule for the day that we keep things moving. Take your photos, get the info and carry on.

- 09:30 hrs. Tim Hortons at 1011 Northumberland St., Ayr where we will shoot two of North Dumfries Twp. FD's trucks at an MD Boot Drive, then on to their station at 501 Scott St., Ayr for the other rigs.
- 10:15 hrs. Cambridge Station 4 - 91 St. Andrew Street, West Galt
- 10:45 hrs. Cambridge Station 5 - 490 Main Street East, East Galt
- 11:15 hrs. Cambridge HQ - 1625 Bishop Street North
- Lunch Lots of fast food places on Hespeler Road.
- 13:00 hrs. Cambridge Station 3 - 525 King Street East, Preston. Park in lot beside hall off Duke St near Waterloo.
- 13:40 hrs. Cambridge Station 6 - 485 Boxwood Drive
- 14:10 hrs. Cambridge Station 2 - 11 Tannery Street East, Hespeler. NB - photos on Sheffield St. near Clemmons Ave with lots of parking across street. nearby.
- 14:50 hrs. Woolwich Twp Station 6 - 51 Beacons Point Ct., Breslau
- 15:25 hrs. Woolwich Twp Station 4 - 1869 Sawmill Rd., Conestogo. Park across street. Will take photos in this parking lot, restaurant is now closed.
- 16:00 hrs. Woolwich Twp Station 2, 3 Water St., St Jacobs. Park in rear off of Albert street

Saturday, November 3 – OFBA Annual Collectibles Show and Annual General Meeting, Toronto

OFBA Photo Tour - June 16, 2018

Grey County by Bob Rupert

All pump/tank measurements are in Imperial gallons

Inter Township Fire Department - 180 12th St. West, Owen Sound

Built 1982, addition 2008

Unit 1	2008 Freightliner M2 / Rosenbauer pumper	840/1000	V#HAH0338
Unit 2	2013 Freightliner M2 / Rosenbauer	840/1500	V#HFJ0930
Unit 3	2012 Ford F550 / Rosenbauer light rescue / medical first response		V#CEA94238
Unit 4	2004 Freightliner FL80 / Advance	840/1500/40F	V#HM19754
Unit 5	2017 Freightliner M2-106 / Dependable heavy rescue		
Unit 6	1992 Freightliner FL80 / Fort Garry	840/1000	S#M4959
Unit 7	1994 Freightliner FL80 / C-Max	250/1710	V#RL657210
Unit 8	2004 Hallmark vehicle carrier		
Unit 9	2004 Kubota RTV 900		
Unit 10	2017 GMC Sierra pickup chief officer/administrative vehicle.		
Grey County ALSV 2004 Freightliner M2 / Dependable air / light support unit (ex Bruce Power)			

Owen Sound Fire and Emergency Services - 1209 3rd Avenue East, Owen Sound

Pumper 2	2007 American LaFrance Eagle 148 RR	1050/420/40A	V#RY24657
Pumper 5	2012 Spartan Force MFD / Crimson / Dependable	1250/835	S#211015-01
Aerial Platform 3	1995 Spartan Gladiator MFD / NOVAQuintech 103' 1250/150		
	S#NQT06Q21C1650612		
Aerial 4	2004 American LaFrance Eagle 134 / LTI 75'	1250/420	S#0300474
Special Ops 6	2004 Pace America 24' Trailer (Rescue/Dive/Command/Haz-mat)		
Marine Rescue 7	Zodiac Hurricane 630 21' RHIB		
Car 8	2007 Ford Escape Hybrid		
Engine 1 (Parade) - 1923 American LaFrance 600/33 (under restoration at Grey Roots Museum)			

Grey Roots Museum - 102599 Grey Road 18, Owen Sound

Owen Sound Parade -	1923 American LaFrance 600/33 (under restoration)	Reg#4302
Meaford Parade -	1938 Maple Leaf / Bickle pumper	420/85

Chatsworth and Area Fire Department - 75 McNab St., Chatsworth

Unit 1	2013 Freightliner M2 / Dependable	1050/800	V#HFP5657
Unit 2	2001 Freightliner FL80 / Superior	840/1500/30F	S#SE 2484
Unit 3	2009 GMC C5500 / Asphodel Heavy Rescue		V#F412431
Unit 5	2005 Ford F250 4x4 medical response		

Dundalk Fire Department - 85 Dundalk St., Dundalk

Built 2002

Unit 7	1996 International S2674 / Fort Garry	1050/1000	S#M5624
Unit 8	2003 International 4300 / Alumi-Bunk heavy rescue		
Unit 9	2006 International 7400 / Seagrave	PP/1750	V#J408907 S#3259
Unit 10	4-wheel ATV		
Unit 11	2011 International 7400 / Fort Garry	1050/800/25F	S#M276
Unit 12	2001 Ford F150 XLT 4 door pickup		
Parade	1949 Dodge / Bickle pumper		



Inter Township Unit 1, a 2008 Freightliner M2 / Rosenbauer pumper, 840/1000



Chatsworth Unit 3(2009 GMC C5500/Asphodel Heavy Rescue V#F412431BR)



Dundalk Unit 11, a 2011 IHC 7400 / Fort Garry pumper, 1050/800/25F. (Bob Rupert photos)

Fire Station 1 - 54 Durham Street, Flesherton

Squad 10	2001 Ford F450 / Fordbody	200/250 (ex- Lyons, NY)	
Squad 12	2015 Ford F-550 / Rosenbauer	PTO 420/300/30A	V#EEB72049
Pump 20	1997 International 4900 / Superior	1050/1000	S#16974/SE 1695
Tanker 32	2001 International 4900 / Robica-Forman	840/1500	S#2017-71340
Rescue 40	2001 Ford F350 pickup		

Fire Station 2 - 200 Isla Street, Markdale

Built 1995

Unit 2	2016 Ford F-250		
Squad 11	2008 Ford F550 / Carl Thibault	250/300	V#EA99622
Pump 21	2000 Spartan Advantage / Hub	1050/800	S#2630-759
Tanker 33	2009 GMC C8500 / Asphodel	420/2500	V#B59411631
Tanker 34	2016 Freightliner M2 / Asphodel	625/1500	V#HHHV57
Rehab	1992 Ford Super Duty / Crestline		



Grey Highlands Squad 12, a 2015 Ford F-550 / Rosenbauer mini, PTO 420/300/30F(A)



Grey Highlands Pump 20, a 1997 IHC 4900/Superior pumper, 1050/1000 (Bob Rupert photos)

The latest deliveries...



Duncan, BC 2018Spartan Metro Star/Fort Garry 1500igpm(H)/800gwt/30gft s/n M891



Westlock County (Fawcett), Alberta E-52018 Freightliner M2-106/Fort Garry1050igpm(D)/1000gwt/30gft s/n #M892



Potash Corp, SK (Rocanville)2018 Freightliner M2-106/Rosenbauer 1050igpm(R/1000gwt/25gft/CAFS s/n 17575(Dave Stewardson photos)

The Apparatus Floor....

Hamilton Fire has designed an Urban Engine for the downtown core. Two have been ordered they will be 1050-500 but will be 20 inches shorter in length overall, twelve inches shorter in height overall and have a 14" shorter wheel base. The Urban Engines will operate in the congested areas where the new LRT is going. One will go to Central and best guess for the other is Stn 11. The order for next year consists of two Urban Engines, five Rural Pumpers, two Ladders and two Tankers for a total of 11 rigs. The site for the new fire hall on East Main St. has passed the environmental assessment. The station will be on the site of the former Atlas Steels. This will replace Station 1 at the Hydro building. (Volunteer Stn 4 is supposed to move here too but I can't get confirmation). Two more new stations are on the books. (Ken Buchanan)

The four Carl Thibault tankers **Ottawa** received went to Tanker 45, 64, 81A, and 83. The four new Spartan/Fort Garry rescue pumpers for Winnipeg have been assigned to R4, R5, R6, and R8. Both Stations 5 and 6 are amongst the busiest stations in the City. **Toronto** has placed two of the third series of Spartan/Dependable pumpers in service at Stations 135 and 226, four remain unassigned.

Gary Dinkel: **Cambridge's** Pierce Ascendant platform is in at Darch. Cambridge will be training on it next week, then sending it back to be striped. It will be running out of Station 6 which opens officially September 4. Cambridge is also tendering a tanker this year. **New Hamburg's** tanker is in service. **Conestogo's** new pumper tanker is in but not in service yet. **Waterloo's** Rosenbauer platform is on delivery for December. **Kitchener's** two Rosenbauer pumpers are due in soon.

Oakville's new Station 3 has opened at 146 Kerr St. It has a large, four-bay drive through apparatus floor and also houses the department's headquarters. **Norwich Township** is planning to build a new 3-bay fire station in Burgessville. The hall will be located on Highway 59 and construction will start in spring 2018. **Saskatoon, SK** replaced station three to offer better coverage in the area. In July, all Fire Departments in Lambton County, with the exception of the City of Sarnia who have their own system, transitioned to a new radio system. The system covers nine Municipalities and two First Nations Departments for a total of 23 Stations. The previous system was installed in 1996 was replaced with a digital simulcast system with wide area paging greatly enhancing communications across the county. **Cypress County, AB** opened a new facility in Dunmore, converting an existing body shop to house three engines, a brush tender, a squad and two small command units. It is located at 2039 Bullshead Rd. Georgina, ON will replace Station 1-8 in Pefferlaw next year, with a unique design incorporating an historic church. The three-bay apparatus floor will be housed in a separate, attached structure with bi-fold doors. Thomas Brown Architects did the design, Becc Construction is the lead contractor. Vaughan is erecting a new Station 7-4, at 835 Nashville Rd. in Kleinburg, replacing the old volunteer hall. Also designed by Thomas Brown Architects, it will have three bays.

David Ruel, from 1200 degrees, the E-One dealer for Quebec and Ontario, kindly contacted us to update their deliveries. Rigs already in service are listed in the round-up; the following trucks are expected in September: Brampton ON. Two E-One Cyclone II CR100 aerials, 1500gpm/300gwt, Laval, two 2018 E-One Cyclone II pumpers 1500gpm/750gwt and two E-One Metro 110' aerials, and Moncton 2018 E-One Typhoon walk around heavy rescue.

Steve Munzio passed on some unfortunate news from Quebec: On July 27, a fire at the Barachois fire station completely destroyed the station and its two trucks inside. Barachois was one of three stations that belonged to the **Percé** fire department in the Gaspé region. The pumper tanker that was destroyed was a 2013 Freightliner M2-106 built by Levasseur. The rescue was a 1996 International 4700 ex-Ambulance conversion bought used from Florida,

An update on **London** from Rick Loiselle: A new pumper is on order from Carl Thibault. It is to the standard specs for the LFD, 1250 pump with a 600 gal tank. It is slated to go to Eng 11. As noted on the London tour, the LFD is going to 3 District Chiefs. They will be running from Station's 6, 7 and 9. There are 3 new Ford F250 extended cab pickups on order and delivery should be in the fall. These three will be the first in London to have red and blue warning lights.



Cambridge, ON new Car 6, a 2018 Mercedes Sprinter 4x4 Platoon Chief's vehicle and Command Unit.



Also new is this 2017 Chev Silverado 2500 HD pick up normally used by the mechanical division but it also doubles as a wildland rig with a skid mount unit equipped with a 25igpm pump and 200gwt. (Gary Dinkel)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Loyalist Township	2018	E-One Typhoon HP78 Ladder 1500gpm/500gwt/78'
Nipissing First Nation	2018	Freightliner M2-106 /Spartan ERV/DEV 1250igpm/840gwt SN216151xx
Welland P. 3	2017	Spartan Metro Star/Eastway pumper
Markham E.921	2017	Spartan Metro Star/Smeal 1750igpm/500gwt/25gft(A)/25gft(B)SO 4648
King Twp. L.366	2018	HME 1871-W MFDxl 1665igpm/330gwt/80gft' rear-mount
Tecumseh	2018	Spartan Metro Star/Fort Garry 1050igpm/575gpm/25gft s/n M882
Cambridge Car 6	2018	Mercedes Sprinter 4x4
Cambridge Mech/wild land	2017	Chevrolet Silverado 2500 HD with skid, 25igpm/200gwt
Owen Sound P. 2	2018	Spartan Metro Star/Fort Garry 1250igpm(H)/830gwt/25gft(A) s/n M880

OUT WEST

Dawson Creek, YT	2018	Freightliner M2-106/Hub medium rescue
Arviat, NU	2018	IHC 7400/Fort Garry 1050igpm/1000gwt s/n M901
Richmond, BC E. 1	2018	Pierce Dash CF PUC 1250igpm(P)/375gwt/40gftSN 31427-01
Richmond E. 2	2018	Pierce Dash CF PUC 1250igpm(P)/375gwt/40gft SN 31427-02
Richmond Q. 6	2018	Pierce Dash CF PUC 1250igpm(P)/375gwt/75' SN 31297
Dominion Diamond Mine	2018	Freightliner M2 106/Rosenbauer 1050igpm(W)/800gpm/16gft FP1600 foam
W. Kelowna E.32	2018	Spartan Metro Star/Smeal pumper
Gabriola Island U.10	2018	Freightliner M2-106/Hub 3000gwt j/n 1235
Duncan	2018	Spartan Metro Star/Fort Garry 1500igpm(H)/800gwt/30gft s/n M891
N. Vancouver Dist. S.1	2018	Ford F350 4x4/shops
Interlakes E.1-1	2017	Freightliner M2-106/Fort Garry Crusader 1050igpm/1000gwt SN M860
Taylor Dist.	2018	Ford F550/Rocky Mountain Phoenix /CET 300gpm(CET)/350gwt/10gft brush truck
Riondel	2018	Freightliner M2 106/Rosenbauer 420igpmPTO(D)/1665gwt
Chilliwack E.244	2018	Pierce Enforcer PUC pumper SN 31675
Taber, AB T.6-4	2018	Pierce Ascendant 1500gpm(P)/500gwt/110' aerial Husky 3 FS s/n 32001
Lac La Biche Cnty.	2018	Freightliner M2/Fort Garry 1050igpm(D)/1500gwt s/n M885
WestlockCnty (Fawcett) E.5	2018	Freightliner M2-106/Fort Garry1050igpm(D)/1000gwt/30gft s/n #M892
Leduc County	2018	Spartan Metro Star/Fort Garry 1050igpm(D)/1000gwt/10gft(A)/25gft(B) s/n M899
Grand Prairie County 1401	2018	Spartan Metro Star/ Fort Garry 1250igpm(D)/7500gwt/50gft s/n M865
Maple Creek, SK	1989	Pierce Arrow 1750igpm/750gwt/50' Telesquirt ex-Chevron Refinery, Burnaby
Potash Corp, Rocanville	2018	Freightliner M2-106/Rosenbauer 1050igpm(R)/1000gwt/25gft/CAFS s/n 17575
Estevan	2017	Kubota RTV X1100C tracked brush rig, PP/70gwt
Gillam, MB	2018	Ford F550 4x4/ Rocky Mountain Phoenix first responder

QUEBEC & THE MARITIMES

Waskaganish Cree Nation	2018	E-One Typhoon HP75 4x4 1500gpm/500gwt
Vaudreuil-Dorion	2018	E-One Cyclone II HP100 Platform
St-Anne des Monts	2001	E-One Cyclone II HP100 ladder 1500/500 (complete refurb by 1200 in 2017)
Baie-Comeau	2008	E-One Cyclone II 95 platform 1000gpm/300gwt/95' (ex Arlington County, VA)Sainte-
Ste.-Anne-de-la-Pérade 605	2017	Freightliner M2-106 / Lafleur walk-in heavy rescue (SN#1823)
Sainte-Martine U.118	2018	Chevrolet Silverado 2500HD 4x4 light rescue
Sainte-Croix U.411	2017	Freightliner M2-106 / Carl Thibault 1050igpm/1400gwt/40gft SN 2730
Saint-Camille	2018	1050igpm/2000gwt/??gft
Lac-Sainte-Marie U.616	2000	Freightliner FL60 walk-in medium rescue (ex Brownsburg Chatham)
Rougemont U.1153	2018	Yamaha Grizzly 700 DAE SE 4x4 ATV off-road rescue
Sainte-Catherine-de-la-Jacques-Cartier510	2018	Freightliner M2-106 4x4 / Rosenbauer 840igpm/625gwt
Centreville, NB P.241	2017	Freightliner M2-106 / Metalfab 1050igpm/1200gwt/20gft
Rexton	2018	Freightliner M2-106 / Metalfab VIO1250igpm/1000gwt/25gft
New Minas, NS T. 21	2018	Freightliner M2-112 / Metalfab 1750igpm/2500gwt/30gft
Five Islands R.1631	2017	Ford F-350 4x4/1997 body (Body ex-Maitland and District)
Waterville Big Flow 51	2018	Ford F550/Lantz 2500igpm pumper
Halifax Q. 7	2018	Pierce Arrow XT 1750igpm/400gwt/75' rearmount SN 30925-03
Enfield	2018	E-One Cyclone II hp100 platform 1500gpm/300gwt
Charlottetown, PEI R.1	2018	Pierce Saber/Maxi Metal heavy rescue
Charlottetown Support 4	2018	Chevrolet Silverado 2500 HD 4x4
Margaree - Fox Roost, NL	1998	IHC 4900/Fort Garry 840igpm/800gwt ex-Hantsport, NS

Toronto update, the TFS has placed a number of vehicles in service over the past year, some examples,,,



Pump 311, a 2017 Spartan Metro Star/Spartan ERV/Dependable rig from the first batch (of three) with 1750igpm pumps, 500gwts and 25gfts(A). Job # 215193



Aerial312, one of four 2017 Spartan Gladiator/Smeal105'rearmounts, no pump or water.



Car 34, a 2017 Chev Tahoe/Rowland collaboration.(Desmond Brett photos)



Taber, AB Tower 6-4.2018 Pierce Dash Ascendant 110' tower with a 1250igpm Hale pump, 400gwt, 30gft and Husky 3 foam system.Job # 32001. (John Bowerman Photo)



Richmond, BC Engine 1:2018 Pierce Dash CF PUC 1250igpm(P)/375gwt/40gftSN 31427-01



Richmond, BC Quint 6: 2018 Pierce Dash CF PUC 1250igpm(P)/375gwt/75' SN 31297(Dave Stewardson)



Lower Nicola Indian Band, BC. Engine 1 now a 2018 Hub/Spartan Metro Star pumper, 1050igpm/1000gwt/25gft, s/n 5835-1232. (Dave Stewardson).
More new deliveries from across Canada...



Harrison Hot Springs, BC Rescue 1-4, a 2018 Ford F-350 XL SD / Hub (SO#1245 (Hub photo)



Big Lakes County, AB received this 2018 Freightliner M2-106 4x4/Acres brush unit. It has a 230igpm Waterous pump, 400gwt and 20gft. s/n #180410164 (Dave Stewardson photo)



Wallace & Dist E.2 (DS)



Gillam, MB Rapid response unit, 2018 Ford F550 4x4/Rocky Mountain Phoenix first responder (Dave S.)



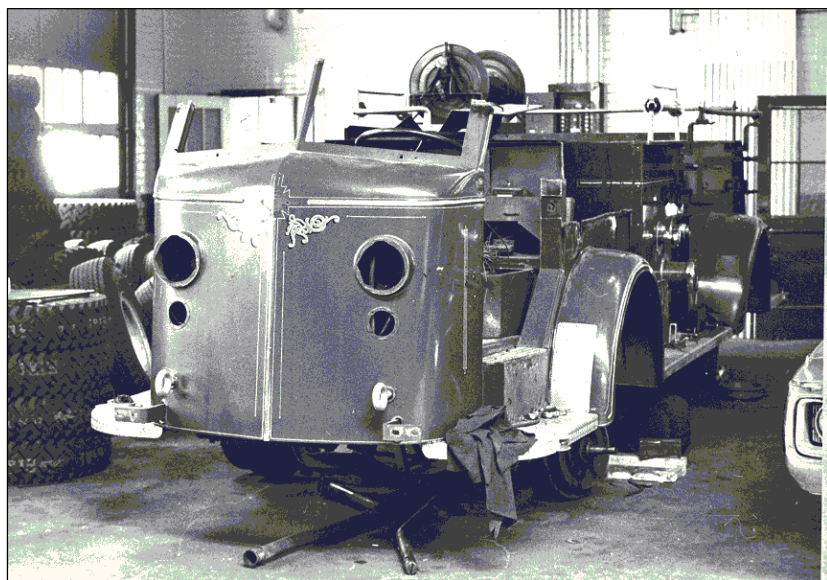
Waterville, NS new Big Flow 51 2018 Ford F550/Lantz 2500igpm pumper (Lantz Truck Photo)



Aerial 24's 1953 LaFrance as it looked originally. - Alan Craig Photo



Ex-Aerial 24 as rehabbed and recabbed Aerial 12 - Alan Craig Photo



Former Pumper #26 after roof removal in TFD Shops - Alan Craig Photo

HISTORICALLY SPEAKING: SOME REMARKABLE TFD SHOPS SURGERY

By Walt McCall

Between 1948 and 1958 the Toronto Fire Department purchased twelve American-LaFrance 700 Series aerial ladder trucks -- all with 100' four-section ladders. While the twenty-five ALF 700 Series pumpers, two rescue squads and two high pressure monitors delivered in the same period had closed canopy style cabs, all of the aerials had open semi-cabs. The rationale: for easier visual spotting of the trucks at fires or rescues. An additional 700 Series open-cab 100' aerial (and the only open-cab 700 pumper) were added to the TFD roster with the annexation of the former Village of Forest Hill in 1967.

Sure to confound future TFD historians, however, photos taken in the 1970s and '80s show two 700 Series aerials with closed cabs. Therein lies an interesting tale.

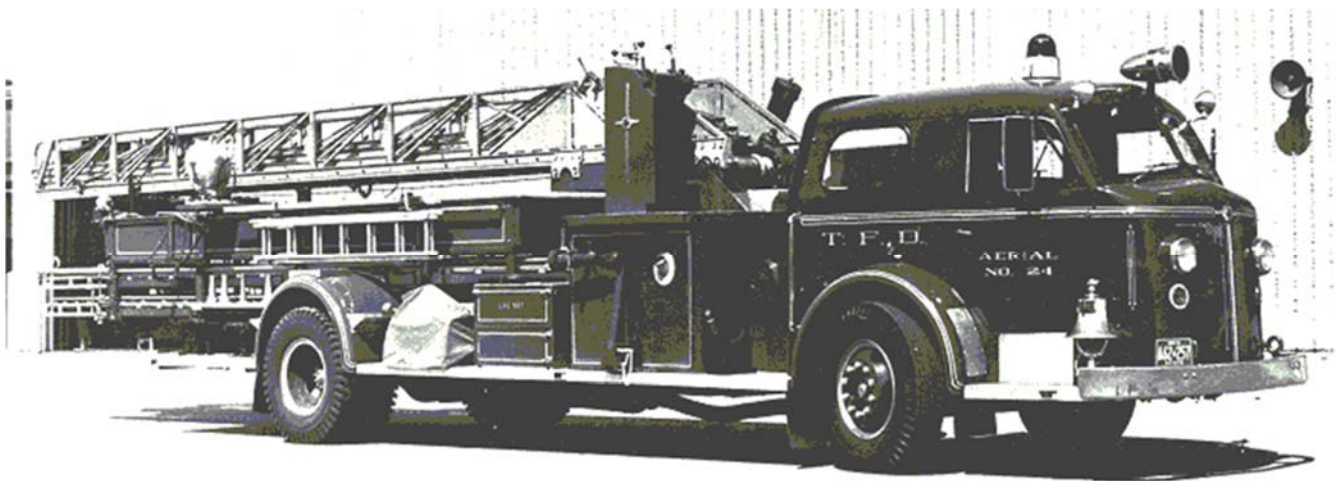
In 1953, Hook & Ladder #24's well-worn 1923 ALF Type 33 city service ladder truck was replaced by a spanking new 700 Series 100' aerial. This rig was similar in appearance to the one placed into service as Aerial No. 1 in 1949 and another as Aerial 14 in 1952 -- not to mention the very first one which went into service as Aerial No. 28 in 1948. The following year, yet another identical aerial was delivered for the new Station 7 on Dundas St. near Parliament St. along with a matching 700 Series pumper.

After 22 years of front line service, Aerial 24's rig was replaced and sent to the Ordnance St. shops in late 1975 for refurbishing and reassignment. This ambitious rehab included replacement of the original open cab with a 700 Series closed cab. Wielding cutting torches, the shop crew excised the upper cab sheet metal and roof from a retired 1953 ALF pumper -- former Pumper No. 26 -- and grafted it onto the formerly open cab of ex-Aerial 24. The born-again aerial was assigned to Station 12 on Gerrard St. E..

Later that same year identical sheet-metal surgery was performed on former Aerial No. 7 -- the 1954 Model 7-100-AEO. The "donor vehicle" for the closed cab on this conversion was ex-Pumper #14, one of the eight delivered in 1949. The rebuilt aerial was reassigned to the Balmoral Rd. hall as Aerial No. 24. Both of these unique closed-cab 700 Series aerials remained in service into the 1980s.

The resourceful, multi-talented Ordnance St. Shops crew could fix -- or make -- almost anything. When H&L No. 14's Type 33 city service ladder truck was heavily damaged in a collision in 1935, the shops rebuilt it with a new Ford V8 tractor. And in the mid-1950s, the shops converted a 1947 LaFrance 700 Series rescue squad (the first one ever built) into a combination hose and booster car which ran out of Station 5 on Lombard St. until 1961.

Fortunately, Toronto fire buff Alan Craig photographed both of these "two-of-a-kind" aerials before, after -- and during -- these ingenious conversions. We're grateful for the use of Alan's photos for this story.





Minden, ON opened their new hall in June, situated on Highway 35 it shares the site with the new EMS station which became operational last year. (Desmond Brett photo)



Another recent opening in Perth East, ON. This new three-bay station is located in Milverton. (Perth East FD photo)



Oakville's new Station 3 and Headquarters at 168 Kerr St. (Oakville Fire photo)

The OFBA and our own Gordie Kirkpatrick would like to wish the Oshawa Fire Department congratulations of 150 years of dedicated service the the Motor City. (Photo and info supplied by Gordie Kirkpatrick)



OSHAWA FIRE DEPARTMENT

FIRE CHIEFS

1868 THORNTON

1916 CAMERON

1955 HOBBS

1982 FORSYTHE

1995 WILSON

2016 CASANETTE

1905 KELLOW

1928 ELLIOTT

1967 STACEY

1985 HOOPER

2002 MERINGER

2017 CLARK



The group that attended the June tour, L to R: Craig Slack, Ken Buchanan, Herb Galloway, Bob Rupert, ..., Rick Loiselle, John Christie, Fred Beeton, Larry Ward & Rob Simpson. (Photo supplied by Bob Rupert)



Cape Vincent, NY Engine 1011 is a 1999 Freightliner FL80/E-One, 1250gpm/1000gwt



Cape Vincent, NY Engine 1012 is a 1998 Simon-Duplex/Saulsbury 2000gpm/500gwt



Cape Vincent, NY Rescue 1061, a 2003 Freightliner M2-106 / E-One (Ken Walton photos)



Morley, NY Rescue 35 is a 1992 Ford F250 PP/250



Morley, NY Tanker 47 is this 1987 Chevrolet C70/Darley with a 2000gwt



Morley, NY Engine 29 is this 1987 Pierce Lance 1500gpm/1000gwt (Ken Walton photos)



Morley, NY ETA 37 is this 1978 Ford L800/Pierce 750gpm/2500gwt



Morley, NY Tanker 30 s a 2002 International 7400 with a 2000gwt



Morley, NY Engine 32 is a 1996 E-One Hush 1500gpm/1000gwt. (Ken Walton photos)



Changi Airport T.31, delivered this spring, is a 2018 Rosenbauer Panther 6x6 with a 12,500L tank and 1500L foam tank. The 70 refers to Changi Airport's 70th anniversary.



Changi Airport ES.1 is a Rosenbauer E8000 escape stair on a 2018 Scania chassis. It rises to 8.3m and is equipped with a Rosenbauer 2000LPM pump and carries 1400L of water. (Kenneth Lai photos)

Some more pics from the June tour and a bonus addition to last year,,,



Inter Township Unit 5 2017 Freightliner M2-106 / Dependable heavy rescue



Inter Township # 3, a 2012 Ford F550 / Rosenbauer light rescue / medical first response



Dundalk, ON is a Unit 8 2003 International 4300 / Alumi-Bunk heavy rescue (Bob Rupert photos)



Grey Highlands Tanker 34, a 2016 Freightliner M2/Asphodel rig, 625/1500.(Bob Rupert photo)



A reprise from last year's tour in Clearview Twp. Ken was lucky enough to have bright sunshine when he stopped by Station 1 in Stayner. ATV 1 is a 2014 Kubota RTV 1100, seen here with a skid mount portable pump and 60gwt,Pump 12 is a 2010 Pierce Contender, 1050igpm/1500gwt. (Ken Buchanan photos)



More deliveries from 2018....



From the second batch for Toronto, this 2017 Spartan Metro Star/Spartan ERV/Dependable rig went to Pumper 313. It also has 1750igpm pump, 500gwt and 25gft(A). Job # 216007



Kenora, ON Tower 1, officer's side this time, a 2018 Sutphen Fort Garry quint with a 1250igpm Hale pump, 250gwt and 95' tower. Fort Garry s/n M909, Sutphen s/n HS5829. (Dave Stewardson photo)



Trent Lakes, ON, 2018 IHC 4400/Metalfab rig, 1050igmpump, 1300gwt. (Larry Thorne photo)

And catching up from 2017...



Greater Toronto Airports Authority runs this 2017 Mercedes Sprinter 2500 as their command unit at Pearson. Red 9 is stationed at the south hall.



Brampton Pumper 206 - 2017 Spartan Metro Star/Dependable, 1250igpm/500gwt/25gft.



Elizabethtown-Kitley, ON Pumper 1, a 2018 Freightliner M2-106/Fort Garry 1050igpm Waterous pump, 830gwt and 25gft.s/n M879. (Larry Thorne photos)

More new rigs from out west...



Prince George, BC T.41 2018 Freightliner M2-112/Rosenbauer 420igpm/2500gwt j/n 24362 (Rosenbauer)



Maple Ridge, BC Tender 3, a 2018 Freightliner M2-112/Hub 840igpm/2250gwt j/n 1228 (Hub Fire Photo)



Leduc County, AB 2018 Spartan Metro Star/Fort Garry 1050igpm/1000gwt/10gft(A)/25gft(B). (D. Stewardson)



Cochrane, AB R.151 2018 Freightliner FLD-120/Rosenbauer FX 1250gpm(R/500gwt/30gft. j/n 14356 (Rosenbauer photo)



The R.M. of Enterprise, SK just got this 2018 Ford F550 4x4/Acres brush rig with a 230igpm Waterax B2X pump, 400gwt and 20gft. It runs from Richmond. sn180720167 (Dave Stewardson photo)



Charlottetown, PEI new Rescue 1, a 2018 Pierce Saber/Maxi Metal heavy rescue



Saanich, BC Engine 2, a 2015 Spartan Gladiator/Smeal 1500igpm(W)/700gwt/50gft Advantus 6 FS s/n 514211 (Smeal Fire Apparatus Photo)



Winnipeg Squad 102, a 2017 Ford Transit with the body outfitted by a local firm; Absolute Auto Guard. There are currently two of these and they responded to medical calls and minor incidents to take the heat off the full size rigs. (Dave Stewardson photo)



Wemindji FN, QC 2016 Ford F550/Rosenbauer 840igpm(R)/200gwt Foam Pro 2001/Rosy Fix Mix FSs



Ste.-Anne des Plaines, QC 692 2016 Rosenbauer Commander, 1250gom/1500gwt/20gft (Aerofeu photos)



Fredericton Quint 1 - 2015 Smeal S450 aerial with a 1250igpm pump, 335gwt and 75' stick. (Smeal)

More shots from the marathon Western Canada Tour, some were seen recently in these pages but we're taking advantage of the excellent photography from our contributors, This page contains very recent deliveries...



Medicine Hat, AB L.2 2017 Pierce Enforcer 1250/375/40/107' s/n #30911



Sylvan Lake, AB Rescue 1, a 2017 Pierce Velocity walk-around heavy rescue. SN 30417



Taber's new Tower 6-4, with the pump panel this time: 2018 Pierce Ascendant 1500gpm Pierce pump, 500gwt, 110' aerial Husky 3 foam system. s/n 32001 (John Bowerman Photos)

And this one from Greater Vancouver, all from 2016...



Vancouver Engine 4 using a Service Ready engine (Fully equipped spare), a 2016 Spartan Sirius/Smeal pumper with a 1780igpm pump, 440gwt, 63gft (A) and a CAFS.



Vancouver Tech Rescue 9, a 2016 Spartan SiriusSVI heavy rescue. (Terry Yip photos)



Engine 1 in New Westminster, a 2016 Pierce Enforcer pumper sporting a 1750igpm pump, 440gwt and a 40gft.s/n29792-01 (Dave Stewardson photo)

On the next page, a new feature that will be delivered in several installments, researched and produced by Rob Simpson.

1918 - Dryden - Resolution that Fire Chief, Dave Anderson be authorized to purchase two ladders, one 26' and one 36' long and two roof ladders, one 12' and one 14' long. Also, six fire pails and fire alarm cards.

At this same meeting of Council, a rate of pay was set for the fire chief and firemen: - Dave Anderson, Chief - \$3, - H. Adair, 1st engineer - \$2, - A. Berrey, 2nd engineer - \$2, - A Kennedy, nozzleman - \$1, - L.J. Wilde, acid & soda - \$1, - W.J. Robinson, acid - \$1, - L.J. Clarke, extinguisher - \$1, - F. Foulis, secretary - \$1, - J. Anderson, spare man - \$1, - Tom Proudfoot, bell ringer - \$1, - J. Gibson, bell ringer - \$1, - 1st team to fire engine - \$5, - 1st water tank to fire - \$5 (each additional tank of water - \$5). These men were to be paid at this rate for fires and half this rate for fire practices.

1918 - Dashwood – (South Huron) Circa this time, Thomas Klumpp purchased a Model T and fitted it with a pump. It was housed in what was known as a fire hall behind the Clayton Pfile shoe store.

Clayton Pfile was fire chief for several years. The primary operators of the machine were Mr. Pfile and Herb Wein. Some of the volunteers at that time were: Russell Baynham, Tom Klumpp, Joe Merner, Ed. Nadiger, Addison Tieman, Herb Wein, Harry Zimmer. Before Dashwood had fire protection, the bell in the tower of the Lutheran church was rung and everyone responded and formed a bucket brigade.

1918 - Hamilton -During the war years of 1914-1918, thirty-five Hamilton Firemen who served lost their lives. With the war ending there was a push to bolster the fire service and have shorter working hours. Presently they only had 1 day off in 6, working 144 hours each week with 18-3/4 hours off in addition to their regular day off.

January 7th, A fire occurred at the Steel Company of Canada Ltd., Dry Kiln and Storehouse, Wellington Street North with a loss of \$21,844.

January 9th, A fire at City Corporation, 71 Gage Avenue North, caused by an overheated furnace, and being used for Military Officer's Quarters, resulted in a loss of \$16,300.

March 23rd, A fire occurred at the Hamilton Cotton Co., Cotton Storehouse, MacNab Street North, with a loss of \$100,997.

April 4th, A fire occurred at the Eagle Spinning Co., Cotton Storehouse, Sanford Avenue North, with a loss of \$20,851.

December 23rd, City Council approved a 2-platoon system for the firemen.

1918 - Collins Inlet -The lumber mill was destroyed by fire. After the fire the machinery was salvaged for the war effort, the town abandoned. The company schooner was scuttled (flooded). Lumbering activity continued in the area well into the 1930's.

1918 - Spanish - Flu epidemic takes many lives.

1918 - Merritton - This year, Merritton is incorporated as a town.

June 12th, 4 reels of film caught fire at the Griffin's Theatre at 280 St. Paul Street. It took firemen 4 chemical fire extinguishers to put out the blaze, but the orchestra continued to play through the incident, assisting in dispelling any chaos that may have broken out among the guests.

1918 - Trenton - The British Chemical Company ammunition plant was destroyed by fire and the resultant explosions.

1918 - Cordova Mines - A major influenza epidemic hit the community and a number of residents died because of it.

1918 - April 2nd, Toronto - The T.J. Clark attended a fire on Centre Island. The Royal Canadian Yacht Club rebuilt after the 1904 fire once again fell prey to fire and was again destroyed. This \$109,000 fire called into question the Island's lack of water pressure, which hampered the Toronto Fire Department's ability to effectively extinguish the fire.

1918 - Sarnia -The first pumper truck was purchased, the staff increased to eight permanent firemen and eight "call men".

December 30th, Chief Breakley un-expectantly passed away at the age of 59. He was held in high esteem by all who knew him, but especially by the men of his department.

1918 - November 22nd, London - The London Professional Fire Fighters Association is formed.

1918 - April, Georgetown -The Georgetown Herald was destroyed by fire.

1918 -Toronto - a P-25, a Seagrave / W.E. Seagrave chassis, hose and chemical combination, and A-25, a 55 foot Seagrave / W.E. Seagrave, chassis, Tillered Straight Frame City Service Ladder, went into service.
Hook & Ladder 25 is placed into service.

1918 - February 12th, Owen Sound -Recently appointed Deputy Chief Jack McCaffrey singularly took on an heroic rescue of three ladies on when flames erupted in the Legatte Block at Eight and Second Streets. Although not classed as a major fire the ladies needed to be rescued from the second with the aid of the Deputy and a ladder.

April 5th, Today, the Owen Sound Sun published an editorial highlighting inadequate wages for the firemen. It noted that first-year fireman in Owen Sound were paid \$650 a year compared to Guelph at \$752, Stratford at \$1,020, Peterborough at \$900, St. Catharines at \$840 and Kitchener at \$750.

The article expressed concern over low wages, in order to keep the good men they already had. Fire Chief McArthur and Deputy Chief McCaffrey made \$1,100 and \$900 respectfully.

August 28th, a major blaze occurred in the downtown area at W.T. Lee and Sons Dry Goods on Second Avenue East. The damage to the building was somewhat marginal at \$2,500, however damage to the stock was far more significant at \$35,000. Only horses were used to pull the fire rigs until this year when a spanking-new 1917 Studebaker hose and fire truck was delivered from Frost Motors with the body being manufactured by a local company.

This year, the number of firemen was increased to 28.

1918 - July 31st, South Porcupine - got a new fire engine.

1918 -Copper Cliff - Fire Chief **Joseph Graham** leads the Copper Cliff fire hall located at 7 Serpentine.

1918 -Tavistock - An addition was built onto the PUC powerhouse this year to store fire equipment.

1918 - March 6th, Timmins - Two buildings were destroyed by fire.

1918 - North Bay -George Brady becomes the Fire Chief.

1918 - Victoria Harbour - September 10th, Victoria Lodge was once again destroyed by fire.

1918 - August, Niagara Falls -The Niagara Falls Fire Department was the first to arrive at the Power Company Building and witness a reported stranded scow with two men onboard. They brought with them a small life saving gun. It was carried to the roof of the building. Fire Chief **A. H. Newman** discharged the gun. The rope rolled out towards the barge. It spun out about 300 feet (91.4m) before falling into the river. A second attempt was made but with the same result. In the meantime an army truck bearing five men from the Life Saving Station in Youngstown and their equipment including a larger gun and longer ropes. The five men were on their way from Fort Niagara at best speed driven by Private Fred Daubney. The truck made the 25 mile trip in 35 minutes.

1918 - November 11th, Sudbury -after 1567 days of fighting, the war was over and Armistice Day was marked in Sudbury by a riotous uproar that started about 3 a.m., gaining momentum at daybreak. After losing 85 men to the war, a monster celebration and parade lead by Lieutenant Andrews kept up all day and night. A huge bonfire lit up the corner of Elm and Durham streets in downtown Sudbury as hundreds of people gathered to celebrate armistice. The firemen were there and they knew how to handle the fire. Lieutenant William Andrews rode his charger horse up the new post office steps for better vantage, and the horse gained a limp for a week. Total damages were reported at \$30,000.

The year end report showed: fire loss in Sudbury was gratifyingly low. Damage done by fire was \$10,525.90 on which insurance, to the amount of \$5,618.02, was paid leaving the net loss of \$4,907.88. The \$1.50 loss per capita as against a per capita loss of \$14 for the 1917 established a record low fire loss in the Town. The Chief recommended that the fire prevention committee that was formed the year before take up its work at an earlier date. He strongly recommended the mandatory installation of sprinkler system in all buildings erected in the business section. He also recommended a fine to all those who called in false alarms. The matter of the public telephoning the fire hall to determine where the location of the fire, was one of the greatest annoyances to the brigade for it hampered their getting away quickly, and was of no benefit to the individual. A fine, as suggested, should discourage such calls.

1918 - January 10th, Ottawa - 9:43 a.m the fire department responded to an alarm of fire at the Water Street Hospital (Ottawa General Hospital on Bruyere). Although the Sisters and nurses showed magnificent courage and devotion, four young lives were lost. The fire appears to have started in the basement at the bottom of the soiled linen chutes. By the time the fire department had arrived it had made its way through the chutes and up the elevator shaft to the upper floors trapping many people the fire department had to rescue before dealing with the fire. The damage exceeded \$25,000.

August 15th, The department was called out to the Grand Trunk Railway sheds at 5:52 p.m. Fire caused by an employee touching a lit match to a small pool of alcohol which had leaked from some empty barrels which had just been loaded into a freight car. An explosion immediately occurred injuring several employees and caused the fire which spread at incredible speed. By the time the fire department arrived the shed was a mass of flames with fire extending to a large number of freight cars on the adjoining siding. Throughout the fire numerous explosions occurred causing great danger for the fire fighters. Damage to buildings, 28 freight cars and contents was estimated at \$127,000 and three men were injured. In a report this year it was identified that over 60% of the total number of fires were extinguished with chemicals.

This was also the year when two weeks holidays for Ottawa Firefighters was introduced. The Conquerer, the Canada and the Victoria steamers were all put into reserve status, leaving only two steamers in commission compared to five motorized pieces of fire fighting equipment which had already proved their worth.

This year, the department responded to 482 calls. The annual salary for a fireman is \$1,100.

1918 -Vanier - AdélardLanoue became the fire chief.

1918 -Sault Ste. Marie - This year when Steelton, located to the west of the city, it amalgamated with Sault Ste. Marie. Industrialist Francis H. Clergue had been instrumental in the combining of the two fire departments, and the further development of the Sault's fire department. He had formed his own fire-fighting crews for the Consolidated Lake Superior Corporation. The headquarters was moved to Bruce Street and the Steelton fire chief, **W. J. Phillips** assumed the position for the recently amalgamated city.

1919 - September 4th, Sault Ste. Marie City Hall, during this time when the fire department occupied a portion of this building, was decorated for the visit of the Prince of Wales.

1918 - January 16th, Newmarket - The Annual Meeting of the Fire Brigade was held on Wednesday evening and the following officers were elected for 1918: Chief, **Fred Doyle**, 1st Engineer, **John Kennedy**, 2nd Engineer **Chas. Osborne**, Secretary-Treasurer **Clarence Henderson**, and the Stewards are, **Ed Moffat** and **Art Ainsley**.

Hook & Ladder: Captain, **Wm. Collins**, 1st Lieut., **W.W. Osborne**, 2nd Lieut., **N. Trivett**, Secretary, **D.D. Johnston**, Treasurer, **Jas. Gibson**, Wagon Boss, **A. Richardson**.

February 20th, Considerable excitement was aroused on Wednesday evening when an alarm of fire was rung into the Water-Works and the report was circulated that the King George Hotel was on fire. Fortunately it was discovered in time to prevent a conflagration, and the services of the Firemen were not required. It started in the small passageway between the office waiting room and the backyard exit, and is supposed to be caused by a cigar stub. It burned a hole through the floor but was extinguished with a couple of pails of water by tearing up a couple of boards. The damage would not exceed a couple of dollars.

February 22nd, The fire alarm box downtown sounded at 8:30 p.m. Friday. It proved to be a chimney fire at a house on Cedar Street occupied by Mr. Williamson. It was controlled without turning water into the hose. No particular damage occurred.

March 22nd, The Property Committee reported that they had made enquiry regarding Fire Extinguishers for the Town Hall. The only kind that was recognized by the Fire Underwriters would cost \$15 each. They were instructed to purchase four, which would mean \$60. The Committee was of the opinion that it would not cost very much more to put the water into the Hall and have some hose in the basement and near the stage that would be ready to turn on at a moment's notice in case of necessity and this would be a real extinguisher. The Committee was requested to have an estimate made of the cost and report at next meeting of Council.

May 2nd, About 2:00 o'clock on Thursday afternoon the alarm of fire was sounded on the Water-Works whistle and the Firemen had a big run to the last house on Park Avenue. Somebody had set fire to the dead grass in the adjoining field and apparently there was great danger of the house being consumed. The whole neighbourhood turned out and with the aid of brooms, sticks, pails of water, etc., the danger was averted before the Firemen turned the water into the hose. Somebody started the report that there was no water in the mains, but that is absolutely without foundation. The engineer states that there was 100 lb. pressure on the mains in two minutes after the whistle blew.

June 7th, About 3.15 on Friday afternoon the alarm of Fire was given at the Water-Works and the Firemen responded promptly. It was located without difficulty, as the roof was on fire when the alarm was sounded. It is supposed to have caught fire from a portable engine used to saw lumber in Canes' Yards nearby. The roof was pretty badly torn up before the fire was extinguished, having made considerable headway before the hose could be attached. The second story also suffered badly and the ground floor was flooded by water. All the furniture was removed and somewhat damaged. The house belonged to the Jesse Hughes estate and was occupied by Mr. Samuel Granger. Small insurance on house but, nothing on contents.

June 14th, Mayor Baldwin said that he thought the insurance agent was responsible for many shell-box orders being given to the company. He and the members of the Council thought that the fire was peculiar, since it occurred when the weather was 30 degrees below zero, and in a building in which there had been no heat for eleven days. The electric light was also turned off.

June 18th, Newmarket, has been fortunate for many years in the matter of extensive fires, but, one broke out at 9:15 on Tuesday night in the business centre of the town that caused very great anxiety to the citizens. It started in the second story of Mr. Thos. Blizzard's Ware-Rooms and when the alarm was rung in the flames were leaping over the roof and the sky was in a glare. The Firemen responded with much alertness, and in a few minutes several streams of water were pouring into the burning building. It had such a start before being observed that the whole upper story was a mass of flames and in spite of the efforts of the Firemen the building burned fiercely for over half an hour, before being under control. How the fire started is a mystery. The second flat of the building was occupied by Mr. Norman Forhan and family as a dwelling. The fire started in the rear of this flat. Mrs. Forhan was out, and her sister, Mrs. Sam Gibney, was in the front room, and she had only time to escape with Mrs. Forhan's baby and her own two children. Everything else belonging to them was consumed. The main floor was occupied by Mr. Blizzard as a show-room for pianos, autos, sewing machines, etc. The stock was all removed, also five autos in the basement. The rear of the main floor was occupied by Mr. Chester Brown as a pool room, and almost all the furnishings were destroyed. Mr. Blizzard owned the building and carried \$4,000 insurance, but he estimates his loss at \$5,000. Mr. Forhan had no insurance. Mr. Brown's loss will probably be between \$2,000 and \$3,000, partly covered by insurance. There was a splendid water pressure on the mains and the Firemen succeeded in keeping the flames within the building whence it started, but the adjoining property suffered to some extent. The store on the north side belongs to Mr. Judd Stephens, and \$100 will probably cover his loss, which the Insurance Co. will make good. The store on the south side is owned by Mr. J.D. McKay and occupied by Mr. Harvey as a book and news depot, together with the printing office of the Express-Herald, which had a narrow escape. Both building and stock were considerably damaged, principally by smoke and water, estimated at \$2,000, covered by insurance. The streets were lined with anxious spectators and farmers drove in from miles around in their autos.

June 20th, The Office Specialty Company had a successful test on Thursday afternoon, after sounding a practice alarm on the employees and putting the men to a practical test as to the efficiency in case a fire broke out.

September 9th, When the Fire alarm whistle sound on Monday evening at seven o'clock many people were quite startled until it was discovered that it was only a call to practice. However the Firemen responded and made a test of the hose.



Our look back this issue, Innisfil former Pump 1, a 1988 Ford C800/Almonte 840/1000. (Neil McCarten)