



# Third Alarm



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**Brant County Pumper 21 was one of the rigs featured on the July 12 tour of the region. It is a 2003 American LaFrance Eagle pumper with a 1500gpm pump and 650gwt. It is stationed at the airport. Fifteen attendees enjoyed spectacular weather and even managed to squeeze in a couple of extra stops in Brantford City. (Rick Loiselle photo).**

# THIRD ALARM

**Volume 44 Number 4**  
**July-August 2014**

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

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**Condolences:** to the Box 42 Association and the family and friends of long-time member Herbert J. Baumgarten who passed away on July 12.

### **President's Message...**

As we reach the half-way point of the year I want to thank Ken Buchanan, once again, for his arranging of this year's photo tours. So far, the weather has cooperated and the members have turned out in greater numbers than has been seen in years past. There were 21 at Burlington in May, 11 turned out to visit 3 Hamilton and 4 Milton stations in June and 17 were present as we toured Brant County in July. I am sure the numbers gave Ken a sense of satisfaction that his efforts in making the arrangements were appreciated. There are 3 tours left plus the Annual Meeting and Collectibles Sale in November and I hope that you, the members, come out and enjoy these events. The Board of Directors is looking for suggestions for tours for 2015, so if you are willing to organize a tour in your city or area, please let me know and one of the directors will be in touch with you to set dates, etc. We already have two areas in mind, Orillia and Oro-Medonte for one and Northern York Region for the other.

Speaking of the Annual Meeting and Collectibles Sale, we are looking for donations for the raffle. If you have something of a firematic nature that you are willing to part with, a donation to the club for the raffle would be very much appreciated. Please send any item(s) to the Membership Secretary.

Lastly, the club sent out a new membership roster late last year and, after inputting all the information into my e-mail address book I have had messages about the photo tours returned to me from some of the members as undeliverable over the last couple of months. If your e-mail has changed from what is printed in the roster please advise the Membership Secretary so we can make the required changes to our mailing lists. Thanks.

Take care and enjoy the rest of the summer. See you in Niagara, Norfolk or Oakville.  
Bob Rupert

### **From our Membership Secretary...**

It appears that our President's message has already covered the salient topics, so the only point I wish to reiterate is that it is important that we have your correct mailing address and e-mail address. Please advise as soon as possible of any changes, so that our files can be up to date.

For your interest regarding The Third Alarm, I believe it has been published continuously since 1971, as there are copies in the archives that I retain since that date. Some of you may still have some of the early editions, so you can see how we have progressed. Thank you again for your continued interest and keep those photos and stories coming.

Today's distribution of the T/A numbers approximately 130 – 50% hard copy, 30% PDF and 20% both hard copy and PDF. Aside from our regular members, these numbers include various fire related organizations, clubs and several libraries. Also, when available, we always try to leave a copy at the stations that we visit. I have left copies in such far away places as Barbados, South Africa, Malta and Singapore. It is well worth it for the enthusiastic feedback that I receive.

Hope everyone is having an enjoyable and safe summer,  
Robert Herscovitch, Membership Secretary

### **From the Editor...**

With three highly photogenic tours already there are lots of shots from Ontario in this issue and Canadian departments continue to purchase loads of lovely custom rigs which our roving group of photographers continues to track for us. On that note, Bob Dubbert, Terry Yip, Shane MacKichan, Bertrand Campo, Herb Galloway, Dave Stewardson, Gary Dinkell, Rick Loiselle, Doug Holmes, Ken Buchanan and, as always, Neil McCarten deserve our thanks. I am also grateful to Ken Buchanan for the TCCA roster and Walt McCall for the TFD article. Also appreciated are Walt and Ken for apparatus info, along with Doug Holmes, Terry Yip and John Bowerman.

Desmond Brett, Editor, Third Alarm



## Calendar

**Photo Tours:**      **9 August –Grimsby, Lincoln, West Lincoln, Binbrook**  
                             **20 September – Norfolk County**  
                             **4 October – Oakville**

**Other Events:**

<b>September 3-6</b>	<b>2014 IFBA Annual Convention, Dallas TX</b>
<b>September 19-20</b>	<b>Firefest 2014, Chatham (see below)</b>

**Saturday, November 1   OFBA Flea Market & Annual Meeting**

FIREFEST 2014 - the largest annual antique and vintage fire apparatus and emergency vehicle show of its kind in Canada, the third edition of FireFest will be held in Chatham-Kent, Ontario the weekend of September 19-20, 2014. In addition to a public display of more than 70 fire trucks, ambulances and related vehicles, FireFest 2014 will feature special guest appearances by Randy Mantooth – paramedic John Gage of the 1970's television show Emergency!; Brendan Milewski, who co-starred in the searing Detroit Fire Department documentary, BURN, and fellow firefighter Tim Cheveldae, formerly of the Detroit Red Wings. Teams of firefighters from across North America will also compete in the FireFest Combat Challenge. For additional information, contact [info@firefest.ca](mailto:info@firefest.ca)



Late last year, Woodstock received this 2013 Pierce Saber pumper. Engine 2 has a 1500gpm pump and 10000wt. (Ken Buchanan photo)



A couple from the Burlington tour, above is Tanker 305 in Kilbride. It's a 2002 IHC 7400/Crimson product with a 250gpm pump and 3000gwt. Below is Support Unit 301, a 1985 Hahn/Saulsbury heavy rescue with a 250gpm pump and 200gwt. Formerly of Packanack Lake, NJ, it runs from Station 1.  
(D. Brett)







Carrot River, SK just received a new E.421, a 2014 Freightliner M2-106/Fort Garry rig with a 1050igpm pump, 1500gwt 25gft and a CAFS (s/n M530).



Cypress County E.4 2014 IHC 7400 4x4/Fort Garry 840igpm/1000gwt/2x20gft s/n #M500



This 2014 Spartan Metro Star/ Fort Garry heavy rescue belongs to Parkland County-Stony Plain, AB. Rescue 3 went to the AAFC show before delivery. It has a 16' box. (Dave Stewardson photos).

## The apparatus floor...

**Mississauga** update from Doug Holmes: With two of the three new pumps in service, old P.101 is now running as P.114 and, since S.150, heavily scorched at the fire that left three MFES members hospitalized, has been written off, old P.114 will fill its place. For 2015, the department is considering ordering two pumpers and two aerals. Doug also reports that, with the demise of ALF, area departments like Mississauga are having trouble obtaining spare parts. The two pumper-tankers for **Hamilton** are ready but, due to KME's 2014 order book being full, the second aerial will not be started until next year.

**Smeal's** acquisition list has grown again: the Nebraska based corporation has now purchased **UST Fire Apparatus**. Known primarily for their stainless-steel tankers, UST also makes pumpers, mini-pumpers, rescues and brush trucks. Founded in 1989, the company is based in Delevan, WI.

The two aerals delivered to **Halifax** earlier this year have been assigned to Aerial 3 (the 100' tower) and Quint 5 (the 75' aerial). **Powell River Regional District in B.C.** is donating a pumper to Firefighters Without Borders Canada. The 1981 Ford L/Anderson rig has a 1250igpm pump and 1500gwt and is assigned to **Malaspina**. The truck will be on its way when a replacement is delivered later this month. **Teck Resources** also donated a pumper, at the end of May. The 1989 Ford Cargo/Hub pump worked at the Trail, B.C. smelter. The organization also received a 1998 Freightliner FLC/Levasseur pumper-tanker 840igpm pump and 3000gwt from **Cantley, QC** a couple of weeks earlier. **Parksville, AB** has assigned the pumper listed in the last issue to Engine 41.

John Bowerman reports that **Calgary** has tendered for six pumpers with 1500igpm pumps, 550gwts, 30gfts and delivery by the end of this year! They will replace E-One/Superior rigs delivered at the end of the last century, all with more than 300,000kms, some of which are still in front line service.

**ROTO-RAY REVISION** – In our Historically Speaking item on Buckeye Roto-Rays in the May/June issue, we reported – erroneously, as it turns out – that the 2013 MetalFab/Spartan pumper delivered to Kingsville, Ontario late last year was the first piece of apparatus delivered in Canada in 82 years equipped with Roto-Ray warning lights. Winnipeg OFBA member and longtime *Third Alarm* contributor Dave Stewardson noted that **Winnipeg Fire & Rescue** got a 2005 E-One Cyclone II/Bronto aerial tower that came with a set of Roto-Rays mounted on its grille. And not long ago, fellow OFBA rig shooter Terry Yip of Vancouver BC photographed a 2007 Hub/Spartan pumper in **Colwood, BC** that also sported a set of modern LED Roto-Rays. We stand corrected. Thanks for bringing these to our attention, guys. We appreciate your interest, and input. – *Walt McCall*

Terry Yip has provided this update on Hub's production list:

- 1163 Gold River, B.C. Freightliner M2 four door CAFS pumper (see photo)
- 1164 Enderby, B.C. Freightliner M2 two door pumper/tanker
- 1165 Gitwinksihlkw First Nation, B.C. Freightliner M2 four door pumper
- 1166 Malaspina, B.C. Freightliner M2 two door pumper
- 1167 Malaspina, B.C. Freightliner M2 two door tanker
- 1168 M.D. of Bighorn @ Exshaw, Alberta Spartan MS pumper
- 1169 Golden, B.C. Spartan pumper
- 1170 Rancho Deep Creek, B.C. Freightliner M2 two door tanker
- 1171 North Galiano Island, B.C. International two door tanker
- 1172 R.M. of Riverside, Manitoba Freightliner M2 four door AWD pumper
- 1173 Mannville, Alberta Ford F-550 AWD Flatbed cw Skid package
- 1174 Salmon Arm, B.C. Freightliner M2 four door pumper
- 1175 Wilson's Landing, B.C. Dodge 5500 four door AWD Flatbed cw Skid package
- 1176 Trail, B.C. Freightliner M2 two door Command/Rescue
- 1177 Beverly, B.C. Spartan pumper
- 1178 Gillies Bay, Texada Island, B.C. Freightliner M2 four door pumper
- 1179 Hope, B.C. Search and Rescue, International four door AWD Rescue
- 1180 Coquitlam, B.C. Ford F-550 AWD Attack Truck
- 1181 Revelstoke, B.C. Spartan Rescue
- 1182 North Vancouver City, B.C. Freightliner M2 two door Command/Rescue





Quesnel, BC just put this 2014 Spartan Gladiator Evolution/Fort Garry pumper into service. It has a 1750 igpm Waterous pump, 1250gwt, 60gft and a CAFS. It carries Spartan No.78305 and Fort Garry s/n M527.



Burnaby's new tower, a 2014 Spartan Gladiator/Smeal rearmount with a 2250gpm Hale pump, 300gwt, and 100' tower, serial number 4207 (Shane Mackichan photo)



On its way to Langley Township, BC, Engine 6-1 was photographed at ProFire. It's a 2014 Spartan Metro Star/Smeal pumper with a 2250gpm pump and 1500gwt. (Terry Yip photo)



Fire Hall News: **Clarington's** new Station 2 in Newcastle is now operational. The four bay drive through facility houses Pump 12, Tanker 12 and the new Aerial 12. It's located on King St. (Highway 2), west of the village, just east of Highway 35/115. Station 221 in **Toronto** has been completed and, after some details are ironed out with the builders, it will go into service with Pumper 224 being transferred from their current quarters.

**Nackawic, NB** lost a truck and suffered extensive damage to their hall after a truck hit the front and caught fire on July 21. A local man was arrested by the RCMP afterwards. Responding volunteers were able to get two of the pumpers out and extinguish the flames which destroyed Rescue 1, a 1993 GMC 3500/Metalfab medium rescue (PP/150gwt/10gft) and damaged Rescue 5, a 2002 Freightliner FL70/Metalfab heavy rescue. Engine 2 and the rescue boat were also damaged.

## Apparatus Roundup

### ONTARIO

Kitchener		2014	Pierce Impel 2000gpm/500gwt/75' quint Husky FS
Brant County	T.24	2014	Kenworth T-370/Spartan ERV/DEV
Brant County	R.37	2014	Ford F550/Sentinel light rescue (remounted 1992 box)
Augusta		2014	IHC/Arnprior 1250igpm(W)/800gwt/CAFS
Hamilton (2)		2014	KME 1050igpm/1600gwt
Kingston		2014	Spartan Metro Star/Smeal 2250gpm(H)/300gwt/75' rearmount quint SN 4257
Innisfil		2014	IHC 7400/Eastway PP/2000igwt tanker
Wolfe Island	T.7	2014	Kenworth T370/Arnprior tanker
Centre Wellington	T67	2014	IHC 7500/KME PP(H)/3000gwt tanker
Markham	961	2014	Spartan Metro Star/Smeal 2000gpm/525gwt/2x20gft
Athens	R.2	2014	Ford E350 light rescue
Mississippi Mills		2014	IHC 7400/Eastway 1100igpm(H)/850gwt/25gft Hale Foamlogix FS
Chippewas of Kettle and Stony Point	FN	2014	Pierce Sabre 1250gpm(W)/1800gwt/30gft Husky FS rescue pumper SN 27063

### OUT WEST

Quesnel, BC		2014	Spartan Gladiator Evolution/Fort Garry 1750(W)/1250/60 CAFS. s/n M527
Langley Twp.	E.6-1	2014	Spartan Metro Star/Smeal 2250gpm/1500gwt
Richmond	E.2	2014	Pierce Dash CF SN27210
Richmond	L.2	2014	Pierce Dash CF 1500gpm(W)/400gwt/30gft/105' rearmount quint SN27211
Maple Ridge	T.2	2014	Freightliner M2-112/Smeal 1250igpm(H)/3600gwt FoamPro 2001 FS SN 4250
N. Saanich	E.2	2014	Spartan Metro Star/Hub (1500/600/?F) SN 1161
Rio Tinto, Kitimat		2014	Ford F550 4X4/Hub 625gpm(H)/CAFS/500lbs dry chem SN 1159
Burnaby		2014	Spartan Gladiator/Smeal 2250gpm(H)/300gwt/100' rearmount tower SN 4207
Parkland Cnty, AB	R3	2014	Spartan Metro Star/Fort Garry rescue with a 16' box s/n M515.
Fort Assiniboine, AB		2014	Freightliner M2-106/Acres heavy rescue s/n 140620117
Regina	U306	2013	Rosenbauer RBM Commander/Rosenbauer Hazmat Truck
Red Deer		2014	Spartan Gladiator/SVI heavy rescue with Command Light tower
Strathmore		2014	Freightliner M2-106/SVI heavy rescue with Command Light tower
Barrhead		2014	Kenworth T370/Pierce 500gpm(D)PTO/3000gwt tandem axle tanker
Fort McLeod		2014	IHC 7400/Pierce 860igpm/840gwt/25gft top-mount pump panel, Husky FS
Meota, SK		2014	Ford F-550 Crew Cab 4x4/Blanchat B-5 Chaparral 200gpmPP(H)/500gwt
N. Battleford	E.23	2014	Spartan Gladiator/Fort Garry 1050(H)/600/25 s/n M523
Swift Current	E.3	2014	Spartan Gladiator/Fort Garry 1050(H)/600/25 s/n M524
Russell, MB	U4	2014	Freightliner M2-106 4x4/Fort Garry 1050igpm/1000gwt/25gft s/n M522
RM of Cartier (Elie)		2014	Freightliner M2-112/Fort Garry 840igpm*(H)/2000gwt/25gft(A) s/n M568

### QUEBEC, MARITIMES

Sept. Isles Unité	796	2014	E-One Cyclone II HP100 quint 1500gpm/300gwt/100' tower
St. Jerome	733	2014	E-One Typhoon heavy rescue
Maniwaki	501	2014	Kenworth T-370/Levasseur 420igpm/2500gwt
Sutton		2014	Rosenbauer Commander 1500/500/78' quint
Saint-Joseph-De-Coleraine		213 2013	Freightliner M2/Maxi Incendie 840/1250
Rawdon & Dist.		2014	Ford F550/Lantz light rescue, 12' box
Bathurst, NB	L.6	2014	Sutphen SP70 1500gpm(H)/400gwt/70' mid-mount tower sn M508
Halifax, NS		2014	Spartan Metro Star/Carl Thibault 1250igpm/750gwt
Halifax		2014	Pierce Dash CF 1500gpm(W)/400gwt/30gft/105' rearmount quint SN27344 Grand
Grand Bay/Westfield	E2	2014	Spartan Metro Star/Carl Thibault 1050igpm/1200gwt/30gft/CAFS



Hamilton's new KME brush unit, constructed on a 2014 IHC 4x4 chassis, is equipped with a 1050igpm pump, 750gwt and 20gft. (Doug Holmes photo)



Fort Macleod, AB just received this replacement for Unit 1. It's a 2014 IHC 7400/Pierce unit with a 860igpm pump, 840gwt, 25gft & top-mount pump panel. It also has a Husky foam system. (John Bowerman photo)



North Portal, SK received this 2012 IHC 4400/Fort Garry truck in the winter. Unit 8714 came with an 840igpm, 1000gwt and 25gft. (s/n #M377) (Dave Stewardson photo)





This 1976 Maxim open-cab rig served with the Milford, MA FD. It has a 1000gpm pump and 300gwt and is for sale for \$8,500. The owner is Diana Feren (905 374-2750 [kenfren@ferensigns.com](mailto:kenfren@ferensigns.com)). From the estate of the late Ken Feren, there's also ex-Brantford 1986Thibault custom, 1250igpm & 250gwt, which has nice murals on the compartment doors, 31,742km, asking \$28,000. In addition, a 1944 Bickle Seagrave 85' aerial, ex-Niagara Falls for just \$12,000 and a 1931 Ford Model A roadster for \$12,500, a 1948 Federal Wrecker and a 1951 Federal Tractor. (photo by Herb Galloway)



Very popular in the U.K. but seldom seen here, this is a Landrover. Purchased in England in 1950, it was shipped here the next year and saw service with Vancouver Airport. Maple Bay, BC bought soon after and had it on front line service until 1981. It was later restored and is used for parades. Maple Bay is now part of Lake Cowichan Fire. The rig bears Landy car no. L06110888. (Bob Dubbert photo)





Red 2, a 2011 Oshkosh Striker with a 1950gpm pump, 1500gwt, 150gft and 500lbs dry chemical.



Red 4, the structural pumper, is a 2013 Freightliner M2 4x4/Pierce 1050igpm/800gwt, # FR8634



## Toronto City Centre (Billy Bishop) Airport roster by Ken Buchanan

Red 1	2009	Oshkosh Striker 1950-1500-150F-500#DC (Yellow)
Red 2	2011	Oshkosh Striker 1950-1500-150F-500#DC (Yellow)
Red 4	2013	Pierce-F/L 1050-800 # FR8634 (White over red)
Red 5	2009	Plastisol-Ford F350 Command, Water and Confined Space Rescue (Red)

BBTCA have 5 Firefighters per shift plus a reserve man. Red 5 was formerly used by Darch Fire Equipment as a display unit for conventions before being sold to BBTCA. The station is staffed 24-7, Billy Bishop has commercial flights for Porter Air and Air Canada as well as many private flights, it is also the base for Ornge Air Ambulance. Toronto Fire Service acts as back-up, a new tunnel is being constructed that will allow crews to respond rapidly from the mainland.



Red 1, a 2009 Oshkosh Striker with a 1950gpm pump, 1500gwt, 150gft and 500lbs dry chemical.



Red 5, the Command/Rescue Unit, a 2009 Ford F450/Plastisol product. (Ken Buchanan photos)





Chester, NS recently took delivery of this 2014 Fort Garry engine on a Spartan Metro Star chassis. Unit 531 has a 1050igpm pump, 800gwt and 50gft. SN M480



Norton, NB also bought from Fort Garry. Pumper No.3 was built as a stock unit on a 2011 Spartan Metro Star. It came with a 1050igpm Hale pump, an 800gwt and 25gft. SN M296. (Dave Stewardson photos)



Clarington's new Station 2, at King St. & Ruddell Rd. (Desmond Brett photo)





Two very fine restorations by the Duncan BC Fire Department. Above, still in progress, is this 1922 Model TT chassis rig with a 1924 LaFrance Type E chemical pumper body.



From around 1947, this IHC KB7/Bickle Seagrave pump was refitted in 1954 by Duncan Iron Works. It also protected Thetis Island from 1984 to 1996, then returned to Duncan. (Bob Dubbert photos)



Burlington also has a number of restored rigs, this one is a 1937 Ford/Bickle triple combination.







## TORONTO'S HOSE WAGONS – THE 1939 INTERNATIONALS

By Walt McCall

Between 1911 and 1939, the Toronto Fire Department purchased 15 motor-driven hose trucks. These *Combination Hose & Chemical Trucks* responded with motor pumpers as two-piece *Pump and Hose Sections*. Toronto's first piece of motorized apparatus was a W.E. Seagrave Motor Hose Combination placed into service at station 8 in 1911. Two more delivered in 1912 went to Stations 4 and 7, and a fourth to Station 9 in 1915. Two more W.E. Seagrave combination hose trucks went into service at Stations 11 and 25 in 1916 and 1918. Three American-LaFrance Type 12 Combinations were delivered in 1916, 1917 and 1921 for Stations 22, 14 and 1. All of the foregoing were equipped with soda and acid chemical tanks. The last six hose trucks purchased in the 1930s – four Bickles and two LaFrance/Internationals – had booster water tanks.

Toronto's last two hose wagons were a pair of Internationals delivered in 1939. Built by LaFrance Fire Engine & Foamite Ltd. of Toronto on stylish International Model "D" truck chassis, they had open cabs and 100-gallon booster tanks. The booster hose was carried in a metal basket atop the forward end of the short hose body. A big Sterling 30 siren was mounted above the front bumper, and a standard LaFrance bell on the hose body. Aluminum ladders were carried on each side of the rig. Both of the new International hose wagons went to busy halls in the downtown core -- Station 1 on Adelaide St. W. and Station 5 on Lombard St. When the Adelaide St. Headquarters hall got its first triple combination pumper in 1948 (an American-LaFrance 700 Series cab-forward pumper) former Hose 1's International was reassigned to Station 17 on Queen St. E. near Woodbine, where it remained in service until 1953 when it, too, was replaced by a new ALF 700 Series pumper.

Hose 5's LaFrance/International remained at Lombard St. with High Pressure Monitor #2 and Aerial No. 5 until the early 1950s when it was replaced by a 1947 ALF 700 Series rescue squad that had been converted into a hose and booster rig by the T.F.D. shops. Former Hose #5 was reassigned to Station 27 where it replaced a 1930 Bickle hose wagon. The '39 International remained at the Ascot St. hall until 1956, when Pumper 27 got the *last* ALF 700 Series pumper delivered to Toronto.

In a tragic footnote, Hose 5 was involved in one of the worst accidents in T.F.D. history. While responding to an alarm on May 17, 1947, Hose 5 collided with Pumper No. 4 at Broadview and Dundas streets. Three fire fighters were killed and five others seriously injured. Although heavily damaged, Hose 5's rig was rebuilt by the Ordnance St. shops and later returned to service.

After several more years of service as spares, the International hose wagons were retired and sold as surplus. Former Hose 17 went to Port Dover, a resort community on Lake Erie. Ex-Hose# 27 went to Burnt River in Somerville Township. As far as is known, both are still on the road as parade rigs today.

Author's Note; As a budding young fire buff peering through the windows at Station 17 ca. 1950, I often wondered how come they had such a *small* fire truck in such a *big* firehall!

Pictures opposite: TFD Hose 5 in original livery (Walt McCall Collection), TFD Hose 1 after retirement and sale to Port Dover (Walt McCall Collection), Hose 5 again after restoration by the Burnt River Hall in Kawartha Lakes (Neil McCarten photo).



Also seen on the Brantford County outing, Ladder 16 runs from the Paris station, and is a 2006 American LaFrance Eagle quint with a 1250gpm pump, a 250gwt and a 100' platform. (Rick Loiselle photos)



A couple of bonus rigs from the tour, Brantford Pumper 4 is a 2010 Spartan/Crimson, 1250igpm/500gwt.



Brantford Command 3, built on a 2010 Dodge Sprinter, then outfitted by the department.





Russell, MB Unit 4 is a 2014 Freightliner M2-106 4x4/Fort Garry 1050igpm/1000gwt/25gft s/n #M522



St. Francois-Xavier, MB acquired this long pumper-tanker last year. The 2013 IHC 7600/Fort Garry rig sports an 840igpm pump and 2500gwt. (M475)



Toronto Station 221, soon to become operational, located at 2575 Eglinton Ave. E., east of Midland.





Not seen on the Milton tour was Pump 21, as they were out training. It is a 2010 Pierce Contender with 1050igpm pump, 650gwt and 30gft. It carries Pierce sn 23365-1. (Doug Holmes photo).



These were rolled out for shots, Support 10 is a 2013 Ford F550/DEV product equipped with a skid-mounted portable pump and 200gwt. Aerial 16 is a 2007 ALF Eagle with a 100' LTI tower, 1250igpm pump, 250gwt, and 25gft. Both vehicles run from Station 1. (Desmond Brett photos)







New Sarepta, AB former Pumper 1, a 1983 GMC 7000/Superior pumper with a 625ipgm pump and 1000gwt (SE # 512), this truck is being donated to Firefighters Without Borders. (Terry Yip photo)



Sault Ste. Marie Pump 3, a 2009 Spartan Gladiator/Smeal, 1050ipgm with 625gwt. (SN#9099111)



Thessalon No. 3, a 2004 Ford F550/DEV light rescue. (Gary Dinkel photos)





Swansea Point, BC Tender 1, a 2012 Freightliner M2/Hub tanker with a 1600gwt. It also has a portable pump. (Shane MacKichan photos)



Gibsons & District Ladder 1, a 1990 Mack MR688P/Anderson, 1250/500/55' boom, SN#QC-179



100 Mile House, BC Engine 11, 2010 Spartan Metro Star/Hub 2250gpm/1500gwt. (Shane MacKichan photos))





More unadorned rigs: Uniacke, NS got this 2014 Spartan Metro Star/Acres pumper in the winter. It has a 1050igpm pump, 800gwt and 20gft. s/n #140212112. Melville, SK runs this 2012 Freightliner M2/Grunthal tanker with a 625igpm pump and 2500gwt. (Dave Stewardson photos)



This 2010 Freightliner M2/Fort Garry rig went to the Ontario Fire College in Gravenhurst. It has a 1050igpm pump and 1000gwt. SN M076. (Neil McCarten photo)



A new feature, starting this issue, we look at rosters from days gone by. Harking back to the first days of the OFBA, these two actually appeared in the 25<sup>th</sup> Anniversary Edition of the TA in 1996 and feature a look at two important departments just as commercial chassis were creeping in. Still lots of nice custom rigs around, though

### 1971 WINDSOR FIRE DEPARTMENT ROSTER

By Walt McCall

Station No. 1 - 815 Goyeau St. (W.F.D. Headquarters)  
Engine No. 2 - 1965 Mack Custom 1050/300 Canopy Cab Forward  
Engine No. 7 - 1959 Elcombe 840/200 Canopy Cab Pumper  
Aerial No. 1A - 1967 LaFrance/Intl. 100' Canopy Cab Aerial  
Engine No. 10 - 1953 Bickle/Seagrave-Chevrolet 500 (Foam Rig)

Station No. 2 - 2296 Richmond St. at Walker Rd. (W.F.D. Shops)  
Engine No. 3 - 1950 Bickle-Seagrave 1050/150 Canopy Cab  
Aerial No. 2A - 1949 Pirsch 100' Tractor-Trailer Aerial  
Squad No. 1 - 1970 King/Fargo Heavy Rescue Truck

Station No. 3 - 1883 Turner Rd. at Tecumseh Rd. E.  
Engine No. 5 - 1952 Bickle-Seagrave 1050/150 Canopy Cab  
Ladder No. 2 - 1952 Dodge City Service Ladder Truck

Station No. 4 - 2600 College Avenue  
Engine No. 4 - 1953 Bickle-Seagrave 840 Canopy Cab Pumper  
Aerial No. 4A - 1964 LaFrance/Mercury 840/200/100' Quint  
Squad No. 2 - 1967 Chevrolet Heavy Rescue - Shop-Built

Station No. 5 - 2635 Third Concession Rd.  
Engine No. 8 - 1960 King-Seagrave/Ford 625/400 3-Man Cab  
Ladder No. 1 - 1941 Ford City Service Ladder Truck, COE

Station No. 6 - 5650 Tecumseh Rd. E. at Ferndale Avenue  
Engine No. 1 - 1960 Thibault Custom 1050/300 Canopy Cab

Station No. 7 - 254 Lauzon Road  
Engine No. 9 - 1956 LaFrance Custom 840/400 700 Series  
Aerial No. 3A - 1952 Bickle-Seagrave 75' Service Aerial

Spare Apparatus:  
Engine No. 6 - 1948 LaFrance Custom 840/125 700 Series  
Engine No. 11 - 1938 Bickle/Ford 420/60 (Parade Rig)  
Salvage No. 1 - 1957 Fargo Salvage Truck - Shop-Built  
Ambulance - 1947 Mercury Panel Ambulance

All Windsor Fire Department apparatus at this time was painted red. The W.F.D. took delivery of its first Snorkel later in 1971. The first lime-green rig, a 1974 King/Ford, was delivered in November, 1974. It was retired and sold in 1993.

Every rig on this roster except for the three antiques kept at Station 5 have since been sold or scrapped. Engine 7A, the 1959 Elcombe (actually a complete rebuild of a 1927 Gotfredson-Bickle pumper); the 1947 Mercury Ambulance and the 1938 Bickle-Ford have all been restored by the W.F.D. Shops and are kept as parade pieces. All three are painted red.

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## 1971 HAMILTON FIRE DEPARTMENT ROSTER

### Central Fire Station - 35 John St. N. (1913)

Pump 1 1963 Mack B-125 1050/300 Closed Cab Pumper (Yellow)  
Pump 2 1970 Thibault/Intl. 1050/300/50' Squirt, Closed Cab  
Snorkel 1 1964 Trump/Mercury 65', 3-Man Conventional Cab  
Rescue U. 1964 International Step Van Rescue Unit  
Pump 18 1958 LaFrance 900 Series 1050/300 Open Cab (Foam Rig)  
Car 3 1968 Dodge Polara Station Wagon - Asst. Deputy Chief  
Training 1956 King-Seagrave/Intl. 65' Service Aerial  
Maint. 1965 International Travelall - Maintenance Div.  
Supply 1971 Dodge Half-Ton Supply Truck (Green)

### Fire Station No. 3 - Upper James St. at Fennell (1954)

Pump 3 1965 Mack B-85 625/300 Closed-Cab Pumper

### Fire Station No. 4 - Upper Gage & Queensdale (1954)

Pump 4 1964 Mack B-125 1050/300 Closed-Cab Pumper  
Car 4 1971 GMC Suburban - Emergency Car (Yellow)

### Fire Station No. 6 - 165 Sanford Avenue N. (1909)

Pump 6 1966 Mack B-125 1050/300 Closed Cab Pumper  
Aerial 6 1965 LaFrance/International 100' 3-Man Tilt Cab  
Car 6 1971 GMC Suburban - Emergency Car (Yellow)  
Spare 1961 Mack B-85 840/300 Closed Cab - Spare Pump #7  
D.P. 17 1926 Bickle/Ahrens-Fox 800 GPM Piston "Deluge Pumper"  
T.P. 14 1950 Bickle-Seagrave 500 GPM Trailer Pump  
Spare 1967 Econoline Van - Spare Car #5

### Fire Station No. 8 - Melvin & Sumach Streets (1957)

Pump 8 1969 Thibault Custom 1050/300 Canopy Cab Pumper  
Car 8 1965 International Travelall - Emergency Car

### Fire Station No. 9 - Kenilworth & Roxborough (1952)

Pump 9 1964 Mack B-125 1050/300 Closed Cab Pumper (Yellow)  
Aerial 9 1969 Thibault/International 100' Service Aerial  
Car 9 1967 Chevrolet Station Wagon - District Chief  
Spare 1956 American Marsh 625/300 - Spare Pump #19

### Fire Station No. 10 - 1445 Main St. W. (1953)

Pump 10 1964 Mack B-125 1050/300 Closed-Cab Pumper  
Spare 1959 Thibault/International 625/300 Spare Pump #5  
Box 43 1964 Chevrolet Step Van - Box 43 Canteen

### Fire Station No. 11 - Ray St. at George (1959)

Pump 11 1967 King-Seagrave/International 1050/300 Pumper  
Aerial 11 1957 LaFrance/Mercury 65' Service Aerial, Tilt Cab  
Car 11 1970 Dodge Van - Emergency Car

### Fire Station No. 12 - Upper Wentworth at Mohawk (1961)

Car 12 1971 GMC Suburban - District Chief (Yellow)  
Tanker 12 1961 International 250/1250 Tanker  
Aerial 12 1961 King-Seagrave/Intl. 75'/840/300 Quint

### Airport Fire Station - Mount Hope

Red 1 1971 Nordic/International Foam Boss 625/500/65 Foam





Columbus, OH Engine 9, a 2008 Spartan Gladiator/Ferrera rig, has a 1500gpm pump and 700gwt.



Columbus Ladder 1 is an American LaFrance/LTI 110' tractor-drawn aerial. (Bertrand Campo)





Three rigs from Northumberland County, specifically Cramahe Twp. Pumper 870 is stationed in Colborne, it's a 1999 Freightliner FL80/Superior job with a 1050igpm pump and 800gwt.



Pumper 871 runs from Castleton, it's a 2003 Freightliner FL80/ALF with 1050igpm and 1000gwt.



Tanker 881, also Castleton, is a 1998 Freightliner FL80/Superior rig, also 1050igpm and 1000gwt.  
(All photos, Neil McCarten)





From the Hamilton portion of the June tour: Squad 28, a 2001 Ford/SVI 250igpm/200gwt/30gft.



Tanker 24 is a 2008 KME Predator Severe Service rig with 1050igpm/1680gwt/25gft.



Ladder 24 is a 2000 Pierce Dash quint, 1050igpm/300gwt/25gft/75' aerial. (Desmond Brett photos)