



# Third Alarm



A Publication of the OFBA

Volume 43, No. 2

March-April 2013



It seems the photo season is already underway on the left coast, as this nicely positioned shot of Coquitlam Tanker 1 attests. Built on a 2012 Freightliner chassis by ALF, it has a 750gpm Waterous pump and 3000gwt. (Terry Yip photo)

# THIRD ALARM

**Volume 43 Number 2**  
**March-April 2013**

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

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

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The Editor reserves the right to edit all material  
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### **From the office of the Chief...**

Well, according to the calendar, it's spring. But I think the weatherman did not get the memo. With luck however, we will have warm temps and sunny skies by the time our first photo tour in May rolls around. Speaking of photo tours, Activities Director Herb Galloway has once again come up with a series of excellent tours. Check out the Upcoming Events page and try to plan joining us for a day of interesting rigs and some great fellowship.

An update on 2HP and its brake issues: We are still working with Ken Buchanan and Box 43 to facilitate the repairs. More info as it becomes available.

And the mystery is solved. Last issue I asked about the Scotiabank TV ad with the retiring firefighter. Within a few days of the electronic issue being released, OFBA member Rob Simpson advised that the department was Stratford, Connecticut. I was also contacted by member Lynn Petersen advising that the full video and several others were available on YouTube. Thanks to both.

Rick Loiselle, President, OFBA

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

It's hard to believe that our last issue was the seventh in the Annual Photo Series, and I trust that it was enjoyed by all. There was quite a variety of vehicles and the quality of both the colour and black & white photos remains quite exceptional. Almost 50% of the members now receive the electronic version, which is not only in **full** colour, but has a few additional pages as well. This is possible because we are not limited by the printing costs and ever rising postage rates. If you are not receiving it electronically, but would like to do so, just drop me a line.

As of the end of March, approximately 20% of our members have not as yet paid their dues. Hopefully this is just an oversight and we hope to hear from you before the next printing. And again, a special thanks to those of you who have been most generous with your contributions. The start of the photo tours is not far off, so please check the Events Calendar, as there may be some scheduling changes from the last issue. Hope to see you at one of the stations.

Robert Herscovitch, Membership Secretary

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

Although the apparatus photography season is barely getting under way with most areas of the country still experiencing rather brisk weather, it seems our Western contributors know no such seasonal limitations and we have a great number of shots to prove it for which I am profoundly grateful. We continue to receive more stuff than we can publish.

Many thanks to Walt McCall for the FWD article and Gary Dinkel and Ken Walton for the rosters. Thanks to Terry Yip, Dave Stewardson, John Bowerman, Doug Holmes, Jon Lasiuk, Scott MacKenzie, Kenneth Lai, Kevin Hardinge, Ken Walton and, as always, Neil McCarten, for photos. I am also appreciative of John Bowerman, Walt McCall, Reed Wannamaker, Doug Holmes, Ken Buchanan and Bertrand Campo for apparatus info. If you hear of a new delivery or apparatus order in your area, please don't hesitate to contact me. A couple more caveats: pump and tank capacity are given in U.S. gallons unless noted as Imperial (igpm), the deadline for the next TA is April 30.

Desmond Brett, Editor, Third Alarm

## Calendar of Events 2013.

- May 5 & 6 - OAFIC Trade Show, Toronto Congress Centre  
<http://www.oafc.on.ca/event/oafc-annual-conference>
- May 10 & 11 - 5-11 Club Chicago celebrates 60 years with numerous events; dinner and dance on the Saturday: <http://www.5-11clubchicago.org/>
- May 11 - Photo Tour - Pickering & Ajax
- June 8 - Photo Tour – St. Mary's area catch up
- June 15 150<sup>th</sup> Anniversary of the Montreal Fire Service, Grand Parade organised by the Pompiers Auxiliaires de Montreal. More info at: <http://www.firebuff.org/INVITE.pdf>
- July 6 & 7 - Photo Tour - Two days in Toronto
- July 9 – 13 IFBA Annual Convention, Milwaukee, WI  
<http://www.milwaukeefirebellclub.com/web/>
- July 27 - SPAAMFAA Meet & Frankenmuth Muster, Frankenmuth, MI
- July 31 – Aug. 3 SPAAMFAA National Convention & Muster, Philadelphia  
<http://spaamfaa.org/meetings.html>
- August 13 - Ingersoll FD Sesquicentennial Fire Truck Parade & BBQ Dinner  
<http://www.ingersoll.ca/ForResidents/EmergencyServices/150YearsofDedicatedService.aspx>
- August 17 - Photo tour – Glencoe, Dutton, West Lorne, Newbury & Rodney
- September 14 - Photo tour - Pearson Airport, Halton Hills
- October 5 - Photo tour - Orangeville, Shelburne and area
- November 2 - Annual Meeting and Flea Market, Toronto Fire Academy

### With the members....

UK Member Bill Hickin writes: I have now published my book on the British National Fire Service of 1941-48. It is entitled "Fire Force" and is essentially an organisational history of the NFS, with details of the London Fire Forces, River Thames Formation, the Corps of Canadian Fire Fighters and the Overseas Contingent, comprising 155 pages A4 soft-cover. It is about organisation and development of the NFS and does not feature much detail or photos of fire vehicles so may not have much appeal to many fire buffs. However, those interested in fire service history should find it interesting. Should you wish to obtain a copy it can be obtained from "The Watchroom", 40 Causeway Road, Edmonton, London N9 8BS, cheque payable to R.R.Goodey, price, including overseas postage, is GBP 25.64.

From Herb Galloway: IT IS FINALLY HAPPENING!!!! After years of accumulating stuff, it is time to move some of it so I can acquire more. The web site may look a little sparse at the moment but we are going to try & add up to 50 items every week. I am not immune to negotiation, in fact I welcome it. There will be something here for everyone so please come back often to check it out. Please visit: [www.twinbridgestrading.com](http://www.twinbridgestrading.com)



# THE ONTARIO FIRE BUFF ASSOCIATES

## FINANCIAL STATEMENT

**OPENING BALANCE** - November 1, 2011

**\$8,499.98**

### **REVENUES**

Donations	\$174.00
Membership – 2012	\$3,027.00
Membership – 2013	\$106.00
Subscriptions to Third Alarm	\$30.00
Meetings – Revenue net of expenses incurred	\$27.04
Meetings – Raffle	\$210.00
40 <sup>th</sup> Anniversary Dinner - Ticket Sales	\$1,320.00
Sales	\$30.00
Bank Interest – Term Deposit	\$140.00
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	<b>\$5,064.04</b>

### **EXPENSES**

Third Alarm - Printing and Envelopes	\$1,623.25
- Postage	\$1,092.93
40 <sup>th</sup> Anniversary Dinner - Costs	\$1,113.84
2HP - Insurance	\$199.00
General Printing of notices & photo tours, etc.	\$123.38
Sundries - Membership IFBA, GTMAA, Flickr	\$85.74
- Ad in IFBA TorCon2012	\$100.00
- Post Office Box	\$158.20
- Postage	\$20.68
- Bank Charges and Cheque Printing	\$62.39
- Foreign Exchange (Loss on US\$)	\$3.06
	<hr/>
	<b>\$4,582.47</b>

**CLOSING BALANCE** - October 31, 2012

**\$8,981.55**

Dated – March 25, 2013

J.A. Stronach  
Treasurer



An FWD/Thibault pumper produced for the RCAF circa 1958, 840igpm.



Kitchener's 1966 100' FWD quint, with an 840igpm pump. (Walt McCall photos)



Brantford's unique 1947 FWD/Bickle-Seagrave 625/200 pumper.

## FWD IN CANADA

By Walt McCall

In 1919, the appropriately-named *Four Wheel Drive Auto Company* of Clintonville, Wisconsin formed a Canadian subsidiary in Kitchener, Ontario. Considering that the company was in business for precisely 50 years, the Canadian branch of this well-known builder of heavy-duty all-wheel-drive trucks didn't build a lot of FWD fire engines. Both Kitchener and Brantford bought long-wheelbase city service ladder trucks on the pug-nosed FWD Model "B" chassis in the mid-1920s. Kitchener also got a Model "B" combination hose and chemical truck. Brantford's Bickle/FWD service ladder truck was delivered in 1926. The year and builder of Kitchener's is not known – although this rig's chassis is still around, used locally as a parade float. Bickle Fire Engines Ltd. of Woodstock, Ontario also built a number of municipal type street flushers on FWD "B" chassis in the 1920s.

For OFBA members, perhaps the most familiar Canadian FWD is the big cabover pumper with four-door cab Bickle-Seagrave Ltd. delivered to Brantford in 1947. This one-of-a-kind FWD was a regular participant at antique fire apparatus musters in southwestern Ontario for many years.

It wasn't until the early 1950s that FWD began delivering apparatus to Canadian fire departments in any numbers. Pickering Township took delivery of an FWD *Model HR60T* pumper in 1951. This closed cab pumper is still on the Pickering Township roster today as a parade piece. The Montreal Fire Department got an FWD 1050 igpm pumper with open semi-cab in 1953, and in 1954 St. John, N.B. got a long-wheelbase FWD quad which was later converted into a pumper/tanker. Factory records indicate that Moncton, N.B. also got an FWD pumper at about the same time. FWD introduced its first cab-forward fire apparatus in 1959. Several of these cab-forward FWDs with the ubiquitous Cincinnati canopy cab were delivered to Canadian fire departments in the 1960s. The first one delivered in Canada was a pumper with Marsh Pumps (Canada) bodywork for Saanich, B.C. in 1960. King-Seagrave Ltd. delivered an FWD cab-forward Strato-Tower aerial platform and a matching pumper to FWD Canada's home city of Kitchener in 1964, and an FWD 100' quint two years later. The Canadian Army Fire Service got a King-Seagrave FWD cab-forward quint in 1965.

But the Canadian military was far and away FWD Canada's biggest and best fire apparatus customer. The Royal Canadian Air Force got an FWD *F-1000T* pumper in 1951. A few years later, Pierre Thibault Ltd. delivered 15 Thibault/FWD pumpers to the Department of National Defense (DND) along with 18 crash trucks, and Bickle-Seagrave supplied the RCAF with a massive crash fire truck on FWD chassis. Little is known about these military rigs, and photos of them have proved frustratingly elusive. In the U.S., FWD purchased the Seagrave Corporation in 1963, transferring all fire apparatus production from the Seagrave plant in Columbus, Ohio to FWD's main plant in Clintonville, WI. Over the years most of FWD Canada's production consisted of heavy-duty 4x4 trucks for construction, snowplows and other special applications. In late 1969, the company closed its doors. In its half-century in business, FWD Canada delivered about 50 pieces of fire apparatus – some 35 of them to the Canadian military.



St. John, NB had this 1954 FWD quad, with an 840igpm pump and 300gwt. (Matt Lee photo)





Toronto Fire Service's new heavy rescue, a 2012 Spartan Gladiator/DEV walk-in unit, assigned to Station 331. This rig replaces the last pre-amalgamation squad still in service. (Kevin Hardinge photo)



One of the two new Spartan/Smeal 105' quints delivered to the TFS. (Desmond Brett photo)



## The apparatus floor...

**Oakville** news from Reed Wannamaker: Station 3, at Randall and Navy Streets, has finally reopened after being closed most of the summer due for major reconstruction. A design and construct tender has been awarded for a Temporary Fire Station as part of a new North Operations Depot on Neyagawa Blvd., north of Dundas. The Town has procured land for a New Station located at the North East corner of Bronte and Pine Glen Roads in the North West section. Finally, ResQtech has been awarded a tender for a new 100' Platform.

Kevin Hardinge reports that two of the new Spartan Gladiator/Smeal quints arrived in **Toronto** the end of February along with the long awaited replacement for Squad 331, a DEV product on a 2013 Spartan Gladiator chassis. The quints are part of an order of six, the rest should be delivered this spring.

**Hamilton** news from Doug Holmes: the HFD is ordering a 4x4 mini-pump from HME. It will have a skid-mount pump and built-in 200gwt, on a 2013 Ford F450 chassis. Pump 15 (Pierce) has moved down the road to Station 16, old Pump 16 (KME) has joined the spare fleet as Pump 46. With the spare tanker now in service as Tanker 16, Pump 118 (yellow Volvo) is now running as the spare tanker as it has a 1000gwt. Doug also reports big changes in **Haldimand**: closure of Station 8 (Inman Rd.) this year and the new pump supplied by KME for this hall will now go to another station. Tanker 8 will be moved to Dunnville, Station 9. Plans are to close Station 10 in Byng and Fisherville in 2015. Tanker 10 would be transferred to Station 11 in south Haldimand where a second bay would be added to accommodate it. The department has two other pumps just completed by KME, slated for Stations 3 and 7.

According to Bertrand Campo, **Montreal** has received the first batch of new pumps from Maxi-Incendie. They are going to 203, 216, 227, 231, 234, 273 and 2019 (2<sup>nd</sup> pump from Station 19). The new Rosenbauer T-Rex platforms are all delivered, they will go into service as units 720, 734, 745 and 771. For those unfamiliar with Montreal numbering, the first digit is the type, the next two denote the station. The SIM has also just awarded a contract for a new command post to Pierce for \$1,079,804.96 to replace 1005. **Quebec City's** second 100' Pierce tiller will go into service at Station 2. Also with **Montreal**, a new airlight on a Freightliner chassis and new light rescue on a Ford F550 chassis have been ordered from LaFleur.

**Halifax** Regional Fire service has announced that Council has approved the purchase of three new rescue pumpers effective immediately, with likely another eight to follow. Halifax Council also approved the purchase of a 100' rear-mount platform and a 75' rear-mount quint. The department is also considering closing five rural substations in a cost-cutting move as they are seldom used and some do not have any volunteers. The five substations are Mooseland, Terence Bay, Elderbank, Upper Hammonds Plains and Ketch Harbour. Mooseland has not responded to a call in three years. Herb Galloway: In February, **Sarnia** Council approved the purchase of a new E-one pumper. Expected delivery is early April. (E-One lists this as a Typhoon model rescue-pumper with 1500gpm pump, 750gwt and 30gft). Both the Superior aerials that were reserves failed their annuals, they will be sold off. The new pump is tentatively scheduled to replace Tower 4 as Engine 4 & Tower 4 will be put in Specialty Status to be used in extra alarms & reserve.

**Windsor** took delivery of two 2013 Rosenbauer/Spartan pumpers on March 12. The new engines, with rear-mounted 1250 gpm pumps, will reportedly be placed in service as Engines 1 and 5 and will replace a pair of 1995 E-One Hurricane 1050 pumpers which will be retired. A 2003 Rosenbauer -Spartan pumper and 2007 Pierce Velocity pumper will become spares. With the delivery of the two new pumpers – plus one delivered in 2003, two more in 2007, three more in 2010 -- every fire station but one in Windsor will house a Rosenbauer engine. In early February, Windsor City Council awarded a contract for four new aerial platforms to Fort Garry Fire Trucks of Winnipeg, the Canadian sales agent for Sutphen. The \$4,353,965 order is for two 95-foot Sutphen aerial tower quints and two 70-foot mini-tower quints on Sutphen custom four-door cab chassis. Fort Garry was the only one of 20 manufacturers contacted to submit a bid. Delivery is expected next year. The new towers will replace four 1998 Sutphen towers, all still in front-line service. – Walt McCall

Rick Loiselle has confirmed that **London** is getting a 100' Sutphen tower. **Clearview Twp.** Is purchasing a new tanker from Pierce through Darch Fire with delivery scheduled for April. It will go to Station in Singhampton, Pumper 52 will be retired as a result. **Buffalo** took delivery of a new Command Unit from LDV of Burlington, WI. Built on a 2012 Freightliner M2 chassis, it is very similar to Toronto's new Command 50. It is now having the wiring and electronics installed.



About to leave for Windermere, BC, this 2013 Spartan MetroStar/Hub pumper runs with a 1750igpm pump, 761gft and 40gft, Class A. It's painted canary yellow and has a top-mount pump panel.



Potash Corp. in Rocanville, SK is just about to receive this Freightliner M2/Hub pumper equipped with an 840igpm pump, 1000gwt and 25gft. The four-wheel drive rig has a CAF system. (Terry Yip photos)



## More of the apparatus floor...

Essex has opened a large, new combined Fire and EMS station at 55 Alice St. The 10,485 sq ft structure has two bays drive-through for each service. Many LEED elements are incorporated, fire occupies almost 8,000 sq ft of the building, replacing the 90-year-old old station on Victoria Ave. (Supplied by Robert Herscovitch)

Ken Buchanan tells us that **Puslinch** will be sending P32, the 2012 Ford F550/DEV 1050-200-20F mini-pumper to a temporary station on Puslinch Lake this summer.

Terry Yip and Dan Goyer made an informative trip to Hub, and were kind enough to pass on the following:

- #1127, 1128 Teck Coal Mines, B.C., Freightliner M2 4 door 4x4 pumpers. Units are inside and are approx. 60% complete.
- #1130 Tobacco Plains First Nations, B.C. Freightliner M2 pumper, awaiting chassis
- #1131 Potash Corp., Rocanville, SK, Freightliner M2 pumper, with 840/1000/25F CAFS approx 95% comp. (see photo)
- #1132 Windermere, B.C. Spartan MetroStar 1750/761/40A completed, delivery pending (see photo)
- #1133 Penticton, B.C. Spartan pumper, chassis on site.
- #1134 Lake Country, B.C. Freightliner M2 4 door 4x4 pumper, 50% completed
- #1135 Lake Country, B.C. as above, chassis in yard
- #1136 Bowen Island, B.C. Freightliner Coronado pumper/tanker, chassis on site
- #1137 Otter Point, B.C. Spartan pumper, chassis on site
- #1139 Chilliwack, B.C. Freightliner M2 112 2 door tanker, chassis c/w mounted tank on site
- #1140 Lavington, B.C. Freightliner M24 door tanker, chassis on site
- #1141 Spirit River, Alberta, Freightliner M2 4 door pumper, chassis on site
- #1142 Malahat, B.C. Freightliner M2 4 door pumper,
- #1143 Abbotsford, B.C. Spartan pumper, chassis on site
- #1144 Clearwater B.C. Ford F550 4x4 rescue, work just started on body
- #1145 Panarama, B.C. International 2 door 4x4 CAFS rescue
- #1146 Trail, B.C. Freightliner M2 112 2 door 4x4 pumper
- #1147 Hartley Bay, B.C. Dihatsu Hi-Jet right wheel steer mini c/w portable pump, chassis on site (Hartley Bay was in the news a while back when a B.C. Ferry ran aground on Gill Island and sank with the loss of two passengers. The guy that was supposed to be steering the boat has pleaded not guilty of screwing up and is currently before the courts.)
- #1148 Skeetchin First Nation, B.C. Freightliner M2 4 door pumper
- #1149 Teck Mines (minesite unknown) Kenworth 2 door pumper
- #1150 Dawson Creek, B.C. Spartan CAFS pumper
- #1151 Gitanaax First Nation, B.C. Freightliner M2 4 door pumper
- #1152 Penelakut First Nation on Kuper Island, B.C. Ford F550 4 door 4x4 c/w portable pump

Terry also reporting that **Coquitlam**, BC will be looking for a 4WD engine for their Burke Mountain Station. The existing volunteer hall at Burke Mountain has been renovated and is now a hall with a paid crew, and a new station will be built within the next two years. By the time you read this, the new Rescue 1 (SVI), Colorado and the new Ladder 1 (Smeal 125') should be delivered. Ladder 1 will be at Town Centre Fire Station and Rescue 1 will be at Mariner.



This very long pumper-tanker was delivered to Kennebecasis Valley, NB last month. Built by Fort Garry on a 2013 IHC Workstar chassis, it has a 840igpm pump and 2500gw. Tanker 1 runs from Station 1 in Rothsay. s/n M396. (Dave Stewardson photo).





Delivered to the Huron East FD in February, this 2012 IHC Durastar/Fort Garry tanker has a 420igpm pump and 1600gwt. Unit 2 is assigned to the Grey Station. Sables-Spanish River also received a Durastar/Fort Garry rig, this one is a medium rescue. (Dave Stewardson photos)



## Apparatus Roundup

### ONTARIO

Huron East Unit 2	2012	IHC Durastar/Fort Garry 420igpm/1600gwt
Sables-Spanish River	2013	Int'l 4400/Fort Garry Fire Trucks 16' walk-in box. s/n #M419
Clearview Twp T-63	2013	Pierce Saber 6x4 Tanker (Nottawa)
Grand Valley	2013	Ford F550 4x4/Metalfab light rescue
North Bruce (Warton)	2012	Freightliner M2/Hub 1050igpm/800gwt
Kapuskasing	2012	Freightliner M2/Hub 500igpm/1800gwt
Belleville	2012	E-One Cyclone II 1500gpm/500gwt/75' Sidestacker rearmount
Huntsville Unit 3	2012	IHC Durastar/DEV command/support unit
Bruce Power	2013	Ford F550/DEV Fuel Truck
Brampton S206	2012	Spartan Metro Star/DEV 1250igpm/500gwt Foam Pro 2002 FS
Oshawa (2)	2013	Spartan Gladiator/Spartan-ERV/Dependable 1750gpm/500gwt/100gft pumpers
CFB Petawawa P2	2013	Spartan Gladiator/Fort Garry 1750igpm/800gwt/2x25gft sn M431
Kitchener Tnkr 1	2013	KME Predator Severe Service 1050igpm/2500gwt/50gft

### OUT WEST

Joe Rich, BC P51	2012	Freightliner M2/Hub 840igpm/2500gwt/2x25gft
View Royal	2013	Spartan Gladiator/Smeal 1500 GPM, 500GWT, Foam Pro 2000 FS
Duncan R9	2012	Dodge Ram 5500/Fort Garry 12' light rescue
Ladysmith R1	2013	Spartan Metro-Star/SVI Walk-Around
Kamloops	2011	Spartan Gladiator/2013 Plastisol 1050igpm/2200gwt rear-mount pump
Yellowhead,	2013	Ford F550 4x4/Hub 250igpm/CAFS
Bridge River FN	2012	Freightliner M2/Hub 840igpm/700gwt/25gft FoamPro 1600FS
S. Galiano Island E2	2013	IHC 7400 4x4/Rosenbauer 700igpm/500gwt wildland pumper
Harrison Hot Springs	2012	Freightliner M2/Hub 1050igpm/1000gwt/ FoamPro 1600FS
North Westside	2013	IHC 7400 4x4/Fort Garry 1050igpm/800gwt/20gft
Bashaw, AB	2013	IHC 4400 4x4/Fort Garry Duster 1050igpm/800gwt/25gft s/n M390
Edmonton Airport Red 1	2013	"New" Striker 2000gpm/3000gwt/420gft 6x6 w/ Snozzle
Round Hill	2012	IHC 4400/Fort Garry 1050igpm/800gwt/25gft s/n M391
Banff	2013	Pierce Saber/Encore Walk-Around Rescue
Imperial Oil, Kearle Site, Ft. McMurray	2013	Spartan Gladiator/Rosenbauer T-Rex 114', 2000 gpm/307gwt/300gft
Nexen Emergency Services, T-1, Ft. McMurray	2013	IHC 7600 6x4/Rosenbauer 420 IGPM/2500 IGWT,
Grand Prairie, AB 1701	2012	Freightliner M2/Midwest 625igpm/2500gwt tender
Calgary Command Unit	2013	Spartan Gladiator Classic/SVI 2-door cab, 26' custom body
PCS Potash, SK	2012	Freightliner M2/Hub 840igpm/1000gwt/25gft (Patience Lake Stn.)
Saskatoon Fire Protection Service	Brush 5, 2013	Ford F-550 SuperCab 4WD/Blanchat B-5R Chaparral Xtreme, PP/500 GWT, Single Foam Injection system
Bruno & District	2013	Ford F-550 Crew Cab 4x4/Blanchat B-27 Minuteman PP/400 GWT/CAFS
Young	2013	Ford F-550 Crew Cab 4x4/Blanchat B-27 Minuteman PP/400 GWT/CAFS
Brandon, MB Red 1	2013	Osh Kosh Striker 1500 4x4, 1500gwt, 210gft, 550 LB Dry Chem

### QUEBEC, MARITIMES

Cowansville, QC	2013	Pierce Dash CF PUC Rescue Pumper
Ultramar, Jean-Gaulin Refinery, Levis	2013	Pierce Arrow XT Industrial RM Platform 100'
Montreal (4)	2012	Spartan Metrostar/Rosenbauer T-Rex 114' tower
Laval Unité 402	2012	E-One Cyclone II 137' rearmount
Marieville Unité 354	2013	Spartan Gladiator/Rosenbauer Viper 1250/500/109' quint
Longueuil 244	2012	E-One Typhoon e-Max 1250igpm/750gwt Husky 3 FS pumper
Longueuil (2)	2012	Pierce PUC 1500gpm/750gwt pumpers
Sackville, NB	2012	Freightliner/Metalfab rescue
Vaudreuil-Dorion	2013	Pierce Arrow 2000gpm/500gwt/30gft/100'Aerial Quint
Kennebecasis Valley T1	2013	IHC Workstar/Fort Garry 840igpm/2500gwt s/n M396
Rogersville	2012	Freightliner M2/Metalfab 1050igpm/1000gwt/ FoamPro 2100FS
Eel River Crossing	2013	IHC 4400/Metalfab medium rescue
Glace Bay, NS	2012	Spartan Metro Star/Rosenbauer/Viper 1250igpm/500gwt/20gft/78' rearmount
Port Lorne	2012	IHC Durastar/Lantz 500gpm/1600gwt
FPW Fire Brigade	2013	Freightliner M2/ Fort Garry 840igpm/1500gwt
Tyne Valley, PEI	2013	IHC 4400/Metalfab medium rescue
Rio Tinto Mine, Labrador City, NL R1,	2013	Osh Kosh Striker 4500 8x8 w/ Snozzle





Two smaller examples of triple-combination pumpers, Kelowna, BC Mini-9 is a 1976 shop-built rig, remounted on a 1996 Ford F-350XL chassis. It has a 250igpm pump and 300gwt.



Metchosin, BC Engine 6, a 2010 GMC 4x4/Rosenbauer 420igpm/234gwt pumper. (Terry Yip photos)





Two new rigs just delivered to Coquitlam, BC on Spartan chassis.  
Rescue 1 was built by SVI and Ladder 1 is a Smeal quint with a 125' aerial.  
The pictures were provided to us by Scott MacKenzie, Assistant Chief of the CFRS, via Terry Yip.







Hamilton Ladder 15, ex-Ladder 4, sporting a nice new paint job in its new home in Stony Creek. The 1999 ALF/Smeal quint has a 1750igpm pump, 500gwt and 105' aerial. (Doug Holmes photo)



Fort Erie's new Central Ave. station, combining Stations 1 & 2, opened last month. (John Dybus photo)



This 2010 IHC 7400/Seagrave 1050/800 is Braeside-McNab 9620, first-away truck from Stn 1 (Ken Walton)



Fire Chief: Ken Walton, OFBA member. The MBFD is an all volunteer fire service running approximately 100 calls per year. The MBFD does not provide medical response. The MBFD runs out of three stations with 46 members.

**Fire Station 1 – 2508 Russett Drive, Glasgow**

9620 2010 International 7400/Seagrave 1050/800 rescue-pumper, white over red (photo opposite)  
9618 1984 GMC 6500/King 840/1000, red  
9713 1990 Volvo/Almonte 3500 gallon, Ex Osgoode Township, white over red  
9813 2010 GMC Sierra crewcab pickup, fire chief, red

**Fire Station 2 – 142 Burnstown Road, White Lake**

9619 1996 GMC Top Kick/Almonte 840/1000, red  
9714 1998 International 4900/M&L 3500 gallon, red

**Fire Station 3 – 1 William Meek Drive, Braeside**

9616 1996 Spartan Gladiator/American Fire Eagle 1250/800, Ex. Goulbourn Township, white over red  
9617 1990 GMC Top Kick/Almonte 840/1200, red  
9715 1989 Volvo/Almonte 3500 gallon, Ex Osgoode Township, white over red  
9849 2007 Ford F350 265/200 skid unit, black over red

Plans are in place to replace 9617, 9618 and all 3 tankers.



This is McNab/Braeside 9616, stationed in Braeside, a 1996 Spartan Gladiator/American Fire Eagle 1250igpm/800gwt, formerly from Goulbourn Township, then Ottawa. (Ken Walton photo)





Waterloo Airport Red 2, a 2010 Oshkosh Striker 1500, with 1250igpm pump, 1250gwt, 280gft and 500lbs Purple K. (Jon Lasiuk photo)



Waterloo Tanker 1, a 1996 Freightliner FL80/Superior pumper-tanker with 1050igpm pump, 1000gwt and 20gft. Additional Waterloo photos appeared in the TA, Volume 41, No.6. (Larry Ward photo)

## **WATERLOO FIRE DEPARTMENT by Gary Dinkel**

Population 110,000 Frequency: 800 trunked

### **STATION 1 216 Weber St. N. near University Ave.**

Pump	1	2010	Pierce Impel 1250/600/33
Aerial	1	2002	Spartan Gladiator/General/Rosenbauer 1500/300/30 104'
Car	3	2010	Chev 2500 Van Platoon Chief
HM1			Haz mat trailer
S1		2010	Ford F250
T1		2007	Ford F250

### **STATION 2 470 Columbia St. W. at Gatestone Blvd. (HQ)**

Pump	2	2010	Pierce Impel 1250/425/30 75'
Pump	12	2001	ALF 1250/700/20

### **STATION 3 150 Northfield Dr. at Parkside**

Pump	3	2010	Pierce Impel 1250/600/33
Tanker	1	1996	Freightliner FL 80/Superior 1050/1000/20

### **STATION 4 911 University Ave. E. at Woolwich**

Pump	4	2004	Spartan/Rosenbauer 1050/500/30
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Waterloo is tendering a tanker for 2013.

All units red.

## **REGION OF WATERLOO INTERNATIONAL AIRPORT**

Red	1	1986	E One Titan 6x6 1250/2500/420 500 lb Purple K (yellow)
Red	2	2010	Oshkosh Striker 1250/1250/280 500 Purple K
Red	10	1965	Jeep CJ-5 with 350 lb Purple K (spare)(white)

### **Crompton Plant Elmira**

Foam pumper 1973 GMC Pierreville 625/0/500 ex Elmira  
Rescue van ?

### **Waterloo Region Emergency Services Training and Research Center**

1990 E-One 1250/300 (ex Cambridge, donated to Conestoga College)  
1986 Mack Thibault 1050/500/30 (ex Kitchener)

For more info, see these sites:

Waterloo Fire Services: <http://www.waterloo.ca/en/living/fire.asp>

Training Centre: [http://www.regionofwaterloo.ca/en/safeHealthyCommunity/training.asp?\\_mid\\_=23512](http://www.regionofwaterloo.ca/en/safeHealthyCommunity/training.asp?_mid_=23512)





Victoria Engine 3, actually a 2011 Spartan Gladiator/Rosenbauer 1250igpm/420gft/2x20gft/60' quint.



Quartered in the Central Saanich station with Engine 2, the is Capital Regional District Hazmat truck, built by Gimaex on a Freightliner M2 chassis (Terry Yip photos).





Another FWD, this was bought by Pickering Twp. In 1951, it was preserved upon retirement and still looks this good today. It has (Gary Dinkel photo).



A nicely preserved 1961 Mack C-series 1000gpm/300gwt pumper once in service with Reed City, MI. Photo aken at Frankenmuth last year by Herb Galloway.





Two more of London's Spartan/Carl Thibault pumpers, from two different angles. Top is the oldest, Engine 4's 2010 model. Built on a Metro Star chassis, it has a 1250igpm pump and 500gtw. Engine 10, is on a 2012 Metro Star chassis and has a 1251igpm pump and 761gtw. (Rick Loiselle photos)







Just delivered in Singapore, one of the new rear-mounted Rosenbauer pumps, built on a 2013 Scania chassis with 500 gwt, 250gft and CAFS.



Also from Singapore, their heavy haz-mat unit. HMV 121 (Hazmat Mitigation Vehicle, station 12, no.1). Station 12 is located near the oil refineries off the south end of the island. Built on a Hino chassis, it carries a John Deere ATV for transporting equipment and crew members around large sites. (Kenneth Lai photos)





Central York Engine 441 is a 2010 Spartan Gladiator/Smeal pumper-tanker with a 1050igpm pump and 1100gwt. It runs from Station 44 in Aurora.



Muskoka Lakes Pump 77 is a 2009 Sterling/Fort Garry pumper with 1050igpm pump, 500gwt and 40gft. It is station in Station 7, Raymond. (Neil McCarten photos)





Two different models delivered to the Ministry of Defense last year by Fort Garry Fire Trucks, both on Spartans. 451, above, for CFB Esquimalt on balmy Vancouver Island, features a side pump panel on a 2013 Gladiator chassis, while Pump 1, below, went to CFB Suffield in Northern Alberta, which gets “slightly” cooler winters. On a 2012 Metro Star chassis, it’s equipped with a fully enclosed, top-mount pump panel. Rigs Both have 1750igpm pumps, 800gwt, and 25A & 25B gfts. (Dave Stewardson)

