



Third Alarm

A Publication of the OFBA, an
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Associates, Inc.



Volume 50, No.2

March - April 2020



New for spring, this 2018 Oshkosh Striker 3000 6x6 now protects Southend Airport in Southend-on-Sea, Essex, England. This rig was a demonstrator provided to virtually every airport in the UK before this smaller one east of London acquired it. Red 2 sports a 1625igpm pump, 2500gwt, 350gft and carries 500 lbs of dry chemical extinguisher. It is also equipped with a 50' Snozzle HRET (High Reach Extendable Turret). For more information on these incredibly useful devices, see Dan Goyer's article on Page 22.

(Andrew Henry photo)

The OFBA Executive and Third Alarm Editorial Staff would like to extend a huge thank you to those keeping us safe during these trying times, and to those whose efforts keep services and retail outlets functioning so we can continue to live relatively normal lives.

THIRD ALARM

Volume 50 Number 2
March - April 2020

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

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President's Message...

These are extraordinary times we are living in and I hope that each of you and your families are managing to cope with the effects of the Covid-19 pandemic. The Province of Ontario has declared a state of emergency and, as of midnight, March 24, all non-essential businesses, stores, etc. are closed for the foreseeable future. All citizens of the province have been asked to stay at home if at all possible and practice social distancing when interacting with other people (maintain at least 6 ft between you and the other person). Major sports leagues, hockey, basketball, baseball and soccer have suspended their seasons across North America and the longest undefended border in the world, between Canada and the United States, is closed to all non-essential traffic for the first time in over 200 years. Most fire services in Ontario have closed all their fire stations to the public and a number of them are no longer responding to medical calls.

Because of this and to keep our members and the firefighters we were to visit safe, the photo tours for May 23 and June 13-14 have been postponed. The tour of Peterborough, North Kawartha and Cavan-Monaghan fire services has been re-scheduled to August 15 and the 2 day tour in Hamilton to September 12 and 13. At present the July tour is on hold and we will try for a tour of the Pearson Airport Fire Service for the first weekend in October. Information for the July, August and September tours will be in the next issue of the Third Alarm.

A reminder that self-nominations, by members or associate members, for the Dave Stewardson Award for Fire Photographer of the Year are to be submitted electronically to stevegarnett411@gmail.com by August 1. Any photos submitted must have been taken in the previous 12 months and be fire related. In addition, nominations for the Fred Calder Award for Fire Buff of the Year are to be submitted to the executive board by August 1.

Finally, it is my pleasure to announce that members John Kennedy and Gord MacBride have been made Honorary Members of the Ontario Fire Buff Associates by the Board of Directors for their contributions to the Ontario Fire Service and the OFBA.

Remember, to keep yourself, your immediate family and others safe, stay home unless you absolutely have to go out, and, if you do go out, practice social distancing, Bob Rupert

From our Membership Secretary

There is obviously only one topic to start this column with. However, our President has covered it very well. Suffice it to say that all of us have had our lives turned upside down in the last month or so - more so for those in the "front lines". I applaud them. In reading various trade magazines, it appears that there may be a sliver of light at the end of the tunnel appearing in a few countries. Let us hope that the tunnel is not too long and that it reaches us soon.

There are only 11 members whose dues are still outstanding. I have been unable to visit our PO box recently, for obvious reasons, so if you did send your dues in already, my thanks. If not, it would be appreciated if you would send them to my home address.

You have obviously received your electronic version of The Third Alarm. However, at the time that this column was written, it appears that we will be unable to get the printed version out to you. Our printer has been closed, as they are not considered an essential service (except for virus notices).

We all look forward to better days ahead. In the meantime stay safe and, if at all possible, stay home.
Robert Herscovitch, Membership

From the Editor...

Well, things have certainly taken a turn and the necessary restrictions have already postponed two tours and have left the 2020 IFBA Convention highly uncertain and made fire halls inaccessible. I hope we can keep you sufficiently distracted looking back at past tours and rosters although many of our members are working harder than ever, especially with the uptick in fires in many areas.

Helping out this time with pics are Terry Yip, Gary Dinkel, Dave Stewardson, Ken Buchanan, John Bowerman and Neil McCarten. Thanks to Aerofeu/1200 Degrees, Midwest, Pierce Manufacturing, Safetek, Wholesale Fire & Rescue, Commercial Truck Equipment Co. Battleshield Fire Trucks, Maxi Metal Fire Trucks, the CBC and Metalfab for photos and info,

Thanks also to Ken Buchanan, Gary Dinkel, Doug Holmes and Bob Rupert for providing info, and to Walt for his column and Dan Goyer for another extensive article,
Desmond Brett, Editor, Third Alarm



Oshawa Tanker 25, 2003 Freightliner FL80 / Asphodel , PP/1500 V#HM61798



Rescue 25, a 2012 Spartan Gladiator Classic / Dependable walk-around S#35528



Pumper 22, 2011 Pierce Velocity 1250/500 J#23239 (Desmond Brett photos)

Photo Tour, Oshawa Fire Services - 2019 By Bob Rupert

Note: All pump/tank measurements are in Imperial gallons.

Fire Station 1 (Headquarters) - 199 Adelaide Avenue West (@ Arena Street) Built 1981

Pumper 21	2007 Spartan Gladiator Classic LFD / Smeal	1250/500/25A	S#709011
Pump (spare)	2001 American LaFrance Eagle 134RR / Hub	1250/430/50A	S#2960-822 SO#J66597
Car 25	2015 Chevrolet Tahoe (Platoon Chief)		

Fire Station 2 - 1111 Simcoe Street South (@ Ritson Road South) Built 1982

Pumper 22	2011 Pierce Velocity	1250/500	J#23239
Aerial 22	2001 American LaFrance Eagle 134 / LTI 100'	1250/400/20F	S#0005691 SO#J39930

Fire Station 3 - 50 Beatrice Street East (@ Mary Street North) Built 1975

Pumper 23	2005 American LaFrance Eagle 134RR	1750/500/35F	SO#V07649
Aerial 23	2007 Spartan Gladiator Classic LFD / Smeal 105'	1250/300/40F	S#709121

Fire Station 4 - 50 Harmony Road North (@ King Street East) Built 1982

Pumper 24	2005 American LaFrance Eagle 134RR	1750/500/35F	SO#V03820
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Fire Station 5 - 1550 Harmony Road North (@ Coldstream Drive) Built 2006

Pumper 25	2013 Spartan Gladiator Classic / Spartan ERV / DEV	1750/500/20F	SO#212132-02
Tanker 25	2003 Freightliner FL80 / Asphodel	PP/1500	V#HM61798
Rescue 25	2012 Spartan Gladiator Classic LFD / Dependable walk-around		S#35528
Tactical Support Unit - Hazmat Trailer			
Spare Aerial	1999 E-One Cyclone II / Superior 75'	1500/400/25F	S#SE 1980
Spare Pumper	2004 Freightliner M2 106 / Carl Thibault	1250/750/20F	S#2100 V#HM80201

Fire Station 6 - 2339 Simcoe Street North (@ Britannia Avenue) Built 2016

Pumper 26	2013 Spartan Gladiator Classic / Spartan ERV / DEV	1750/500/20F	SO#212132-01
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New Apparatus (since the photo tour)

Pumper 21	2019 Spartan Metro Star LFD / Dependable	1500/500/20F	
Aerial 22	2019 E-One Cyclone 100' RM	1250/300	SO#142439



Car 25 is a 2015 Chevrolet Tahoe, outfitted by the shops, and used by the Platoon Chief. (Desmond Brett)



Spare Pump, a 2001 American LaFrance Eagle 134RR /Hub 1250igpm/430gwt/50gft. SO#J66597



Pumper 21, a 2007 Spartan Gladiator Classic /Smeal pumper, 1250igpm/500gwt/25gft. S#709011



Aerial 23, a 2007 Spartan Gladiator Classic / Smeal 105' quint, 1250igpm/300gwt/40gft. S#709121

THE ONTARIO FIRE BUFF ASSOCIATES

FINANCIAL STATEMENT, Fiscal Year, 2019

OPENING BALANCE - November 1, 2018

\$9,379.97

REVENUES

Donations	\$335.00
Membership – 2019	\$2,549.00
Membership – 2020	\$186.00
Membership – 2021	\$55.00
Subscriptions to Third Alarm	\$20.00
Sales	\$45.00
Meetings – Revenue net refreshment expenses	\$46.55
Meetings – Raffle	\$52.00
Foreign Exchange (Gain on US\$)	\$2.35
Interest from 3 year GIC	\$75.00
	<hr/>
	\$3,365.90

EXPENSES

Third Alarm - Printing, Envelopes and Labels	\$1,026.01
- Postage	\$960.17
Printing of notices, photo tours and roster	\$201.93
Sundries - Membership IFBA	\$50.00
- P.O. Box Rental	\$265.55
- Sundry Postage	\$36.84
- Bank Charges	\$103.06
- Web Site and E-Mail Hosting	\$185.00
- Donations in memoriam	\$75.00
	<hr/>
	\$2,903.56

CLOSING BALANCE - October 31, 2019

\$9,842.31

Dated – April 8, 2020

J.A. Stronach
Treasurer

Recently delivered in Canada...



Cache Creek, BC Engine 4, a 2019 Freightliner M2-106/Hub pumper with a 1050igpm Hale pump, 950gwt and 30gft FP 2001 FS j/n 1246 (Hub Fire Apparatus photo)



West Kelowna, BC Engine 33, 2019 Freightliner M2-106 4x4/Smeal 1050igpm/800gwt/40gft (Shane Mackichan)



Lake Country, BC Engine 71 a 2020 Spartan Metro Star/Fort Garry pumper, 1250igpm & 800gwt. (Fort Garry Fire Trucks photo)

The Apparatus Floor....

North Huron, ON's new hall in Blyth opened for business in January. The facility will also be home to the township's public works department, who is still in the process of moving in. An official opening is planned for May. **West Perth** is constructing a new hall in Mitchell, ON. Being built by Domm Construction, it should cost around \$2.38 million and take 32 weeks to put up, starting May 1. **Toronto** has awarded the contract to build the new Station 144 to Pegah Construction. Expected to cost around \$9 million, the hall at 2945 Keele St., should be finished by December, 2021. Still with Toronto, the new Highrise 114 went into service on March 28, using the crew from Aerial 131. **Milton** is building a fifth hall at 7825 Louis St. Laurent Avenue to cover the growing south-east section of town. It will also house Haalton Paramedic Station 17, each station will have three bays, fire will have 8500 sq ft, EMS will have 4400, 20 firefighters will be assigned initially. KNYMH of Burlington provided the design and contract services.

Sad news: the fire station belonging to the **Shinimicas** & District Fire Department in Cumberland County, NS was destroyed by fire on April 23. The pumper in the hall at 4972 Highway 6 was found to be well involved and could not be saved. Their tanker and rescue could not be moved out and are unserviceable, the roof of the hall collapsed. Fire departments in Pugwash, Tidnish Bridge, Truemanville, Amherst, Oxford, Leicester, Spring Hill, and Collingwood did their best to prevent further destruction. Their roster can be found here: https://fire.fandom.com/wiki/Shinimicas_District_Fire_Department?action=edit§ion=2

Calgary's former headquarters is up for vacant again. The iconic former Station 1 was occupied by a car rental firm for more than 30 years until late 2019 when they declined to renew the lease. The station on Sixth Ave. was built in 1911 and decommissioned 62 years later. The two story Edwardian building faces the intersection on a diagonal to facilitate responses in any direction. The city is assessing what work needs to be done on the structure and will decide on a use for it once the work is complete.

Due to a major increase in traffic, **Kamloops Airport** was raised from Category 5 to 6 last summer. As a result, a second CRT is required, this is being funded by a \$1.2 million grant from the Federal Government. The airport currently operates a 2012 Oshkosh Striker 1500 crash tender (1950/1500/210F) and has ordered a matching one for delivery some time this year. The airport is financing an addition to the fire station to house it.



Brooks, AB Engine 219, a 2019 IHC HV607/Maxi Metal TME 1250igpm/840gwt* (MMFT)

Recently delivered in Ontario...



Prince Twp, ON Pump 1, a 2018 Freightliner/Maxi Contender 1050igpm/1658gwt/30gft (Stock unit) (Gary Dinkel photo) Below: Brant County, ON Pump 341, a 2020 Spartan Metro Star/Dependable product with 1500gpm pump, 1000gwt and 30gft s/n 52981 (Dependable Emergency Vehicles photo)



Richmond Hill, ON Engine 861 - 2019 Spartan Gladiator/ERV 1665igpm/500gft/50gft (SERV photo)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Prince Twp.		2018	Freightliner/Maxi Contender 1050igpm/1658gwt/30gft (Stock unit)
Brant County	P.341	2020	Spartan Metro Star/Dependable 1500gpm/1000gwt/30gft s/n 52981
Brant County	T.364	2019	Kenworth T370/Dependable 500gpm/3000gwt s/n 52765*
Brantford		2020	Spartan Metro Star/SERV 1500gpm(W)/400gwt/25gft s/n S4969
Oakville		2020	Spartan Gladiator/Carl Thibault pumper
Sudbury	(2)	2019	International HV607/Dependable tankers, PP/1700gwt s/n 52755,760*
Clarington	P.15	2019	Spartan Metro Star/Dependable 1500gpm/720gwt/25gft s/n 52245
Argyle		2019	Freightliner M2-106/DEV tanker PP/2100gwt s/n 54019*
Arnprior		2018	Pierce Impel 1665igpm/400gwt/15gft/110' Ascendant platform (SN#31581)
Parry Sound		2019	Spartan Metrostar/Dependable, 1750gpm/500gwt/25gft s/n 51981*
Essa Twp.		2020	Kenworth T370/HME tanker, 500gpm/2000gwt s/n23264
Wasaga Beach		2020	Spartan Metro Star/Dependable heavy rescue s/n 53358
Vaughan	721	2019	Spartan Metro Star/Smeal 1500gpm/500gwt/40gft SN#S217303-05
Leeds & 1000 Islands		2020	Freightliner 108SD/Battleshield 1050igpm/2500gwt/30gft SN 1342 (Ex-demo)
Fort Frances	P11-1	2020	Spartan Metro Star/Fort Garry pumper s/n J0039
Warwick	P.12	2019	Freightliner M2-106/Metalfab 1050igpm/1000gwt*
Mulmer-Melancthon	T.43	2020	Freightliner 108SD/Midwest PP(H)/2500igwt j/n 3011
North Algona-Wilberforce	9842	2019	Ford F-550/Rosenbauer light rescue
Conestoga College		1996	HME 1871/C-Max pumper/tanker 1050igpm/2000gwt/20gft (ex-Cambridge)

OUT WEST

West Kelowna, BC	E.33	2019	Freightliner M2-106 4x4/Smeal 1050igpm/800gwt/40gft
Interlakes		2020	Freightliner M2-106/Fort Garry 1050igpm(H)/1000gwt j/n J0027
Big White Ski Resort		2020	Rosenbauer Commander EZTrak 6x6 quint
Forest Grove		2020	Freightliner M2-106/Fort Garry 1050igpm(H)/1000gwt j/n J0028
Fort Saskatchewan	(2)	2020	E-One Cyclone 1775igpm/450gwt/175gft Accumax FS
Cumberland	E. 1	2019	Freightliner M2 106//Fort Garry 1500igpm/800gwt
W. Vancouver District	E.1	2020	Pierce Enforcer 2000gpm(W)/400gwt Husky 3 FS j/n 33941
Port Moody	E. 1	2019	Spartan Gladiator/Smeal 1750igpm/500gwt/60gft SO#S4989
Port Moody	T. 1	2019	Spartan Gladiator/Smeal 100' tower SO#S4990
Lone Butte		2019	Freightliner M2-106/Fort Garry 1050igpm(H)/1000gwt j/n J0029
Brooks	E219	2019	IHC HV607/Maxi Metal TME 1250igpm/840gwt*
Kersley		2020	Freightliner M2-106/Fort Garry 1050igpm(H)/1000gwt j/n J0026
Lake Country, BC	E.71	2020	Spartan Metro Star/Fort Garry pumper 1250igpm/800gwt
Sylvan Lake, AB	E. 2	2020	Pierce Velocity 2000gpm(W)/750gwt Husky 12 FS j/n 33998
Red Deer County		2020	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt j/n J0023
Northern Lights	E. 2	2020	Pierce Saber 4x4 1250gpm(W)/750gwt Husky 3 FS j/n 33997
Strathmore	E. 1	2020	Pierce Saber 1750gpm(W)/500gwt Husky 3 FS j/n 34032
Leduc		2020	Pierce Enforcer 1750gpm(W)/500gwt Husky 3 FS j/n 33928
Prince Albert, SK		1996	Freightliner FL 80 / NOVAQuintech 1050igpm/700gwt/60' boom
Prince Albert	E.11	2019	Rosenbauer Commander R6011 1250igpm/400gwt/15gft/65' Viper
Kelvington		2019	Ford F-550 / Acres brush truck 230igpm/400gwt/20gft SN 190130175
Saskatoon	E. 3	2019	Spartan Metro Star/Fort Garry pumper
Saskatoon	E.11	2019	Spartan Metro Star/Fort Garry pumper
Melville		2019	Freightliner M2-106/Fort Garry 1200igpm(H)/1000gwt j/n J0007
Winnipeg, MB		2020	Pierce Impel 1500igpm(W)/750gwt Husky 3 FS sn 34046
Dauphin		2019	Freightliner M2-106/Fort Garry heavy rescue j/n J0021

QUEBEC & THE MARITIMES

Montreal, QC	249M	2019	Pierce Saber FR7010/Maxi Métal 1250igpm/440gwt/66gft
Montreal	264M	2019	Pierce Saber FR7010/Maxi Métal 1250igpm/440gwt/66gft
Miscou, NB		2020	IHV MV607/Metalfab 1050igpm(H)/1000gwt FoamPro 2001 FS
St. John Airport		2020	Emergency-One Titan 4x4
Millstream		2020	IHV MV607/Metalfab 420igpm/1500gwt(H) FoamPro 1600 FS
Cocagne		2020	IHV MV607/Metalfab 420igpm/1500gwt(H) FoamPro 1600 FS
Allardville	No. 2	2020	IHV MV607/Metalfab 1050igpm(H)/1200gwt FoamPro 2001 FS
Irving Oil, Queens Cnty, PEI		2019	International /E-One 3000gpm/1000gft



Fort Frances, ON P.11-1, a 2020 Spartan Metro Star/Fort Garry pumper. s/n J0039 (Fort Garry Fire Trucks photo)



Argyle, ON's new tanker, 2019 Freightliner M2-106/Dependable equipped with a 2500igwt.
(Dependable Emergency Vehicles photo)



W. Vancouver District Engine 1, a 2020 Pierce Enforcer 2000gpm(W)/400gwt, Husky 3 FS j/n 33941 (P)



Cumberland, BC Engine 1 - 2019 Freightliner M2 106//Fort Garry 1500igpm/800gwt(Fort Garry Fire Trucks photos)



Redwood Meadows, AB Engine 220, a 2019 Spartan/Fort Garry rig, 1333igpm/800gwt/25gft. jn J0022



Vancouver's 1973 and 1976 Calavar Firebirds - Alex Matches Photo



Vancouver's low-profile 1976 Calavar Firebird 125 - Alex Matches Photo



Calgary's Truck 2 -- 1976 Firebird 125 - Walt McCall Photo

HISTORICALLY SPEAKING: THE "SUPER TOWERS"

By Walt McCall

In 1969 the Calavar Corporation of Santa Fe Springs, California created a sensation with the delivery of a 125' elevating platform to the Philadelphia Fire Department. Up until to that time, the tallest aerial towers available to U.S. and Canadian fire departments were 85' Pitman Snorkel and Hi-Ranger platforms with two-section, articulating-elbow type booms, and a three-boom 90-footer built by Trump of Oliver, B.C.

The Calavar Firebird differed from all other aerial platforms in having telescopic lower and upper booms, giving this monstrous rig incredible vertical and horizontal reach at fire scenes. Within a year Calavar introduced an even larger 150' Firebird. The first Calavar 125 Firebird delivered in Canada went into service on the Vancouver Fire Department in the spring of 1973. The following year Saskatoon also got a 125' Firebird. Both of these awesome rigs were built on special tandem-axle Hendrickson chassis. Vancouver placed a second Firebird 125 into service in 1976 -- this one with a low-profile Hendrickson cab. Montreal (1975) and Calgary (1976) also purchased 150' Calavar Firebirds, bringing to five the number of these monster aerial devices in Canada.

At a fire or in the drill yard, the sight of one of these behemoths in action was truly something to behold. First, two sets of outriggers extended from the beast's sides -- taking up the virtually the entire width of a two-lane street. Next, hydraulically-operated ladder compartments on each side of the rig dropped down to permit the tower boom to rotate. Then the entire 14-ton apparatus levitated three feet off the ground, all three axles and ten tires dangling in space. The massive boom then rose from its bed. Three firefighters buckled themselves into the roomy basket. First the base section, then the upper boom extended, seemingly into the stratosphere. Over the years we were treated to aerial rides in both Montreal and Calgary's 150-footers at full vertical extension -- an unforgettable fire buffing experience to this day.

The second generation of these firefighting "super towers" were produced by a Canadian manufacturer -- Anderson Engineering, of Langley, B.C., which became the Canadian distributor for the Bronto Skylift made in Finland. Between 1986 and the late 1990s Anderson delivered no fewer than 44 Bronto aerial platforms to Canadian fire departments, including a 50-metre (167-foot) Bronto on four-axle Pacific chassis for Montreal in 1989. Slightly smaller (if they can be called that) Anderson/Bronto 135-foot aerial towers were delivered to Ottawa and Ste-Foy, Quebec. Anderson exported one of their jaw-dropping four-axle, 167-foot towers to far-off Guam.

For the record, the Toronto Fire Department got two 27.3-metre (89') Brontos on Mack MR chassis in 1988 and two E-One /Bronto 114-foot platforms in 2005, and another in 2007. Winnipeg had two 90-foot Trump towers (1962 and 1963) on heavy-duty Ford F-Series commercial chassis, and Edmonton a '63 International.

We haven't seen the likes of these aerial leviathans since. We present a gallery of photos of some of these impressive battleship-class aerial firefighters.



Calgary's 1998 E-One Hurricane/Bronto 167' also serving as Truck 2. (Dave Stewardson Photo)



Montreal's four-axle 1989 Pacific/Anderson/Bronto 170-Footer – (Walt McCall Photo)



Ottawa's 1991 Pacific/Anderson/Bronto 28-2T1 – (Dave Stewardson Photo)



Ste.-Foy's 1992 Simon Duplex Defender/Anderson/132' Bronto (Dave Stewardson Photo)

Starting with this issue, we look back at some of the photo tours of the past. We start with this 2008 outing to Barrie and Innisfil, which was written up by Ken Buchanan. The photos are added for your enjoyment.

BARRIE PHOTO TOUR REPORT

Approximately 15 OFBA members gathered at Barrie's Fire Station No. 2 on Bell Farm Road on June 7 (2008). After photographing the two rigs in this station, we headed to Station 1 downtown. This hall is due for replacement in the next couple of years on the site of an old arena. On arrival at Station 1, the Platoon Chief and Pump 1 pushed out for a reported gas leak. Of interest here was Pump 11 - a 2006 Seagrave/GMC 4X4 midi-pumper that tows the department's rescue boat. Also at this station was Rescue 1 - a Seagrave/Spartan heavy rescue that looks like it would be right at home in Toronto or on the FDNY. One disappointing aspect of this stop was the fact that Station 1's aerial tower was out for repairs.



Barrie Pump 11 (now Brush 1), a 2006 GMC C5500 4x4 / Seagrave 450igpm/360gwt (SN#3312)



Barrie Heavy Rescue 1 (now HazMat 3)- a 2005 Spartan Advantage/Seagrave heavy squad.

From Station 1 we went on to Station 4, Barrie's newest hall, where we photographed their pumper, command post and a spare pumper. Of special interest here was Barrie's 1934 Bickle-Reo which has been beautifully restored by Doug Skelding of Barrie who pulled it out for photos.



Barrie's 1934 Reo/Bickle parade rig, 420igpm and 80gwt.



Barrie's Command Centre, a 1984 Chevrolet / Centralia (Desmond Brett photos)

From Station 4 we went on to Station 3 on Big Bay Point Rd. where we shot this hall's hazmat rig and 2003 One Typhoon 50' tower. This station also has an old life net on the wall, which has their patch collection mounted on it. Station 3 also has a memorial stone in front for FF Bill Wilkins who died in the line of duty on May 27, 2002.



Barrie Aerial 3, 2003 E-One Typhoon / Superior 1050/1000 (SN#SE 2932) (Neil McCarten photo)



Barrie HM1 Haz Mat 1, a 1991 GMC / Almonte (now Squad 1) (Neil McCarten photo)

After a lunch break we reconvened at Innisfil Township Station 4 in Cookstown, where the town was holding its annual community yard sale. We shot their newest rig - a 2007 Fort Garry/Sterling pumper with fully-enclosed top-mount pump panel. We then strolled down the street where the department's 2004 cube van rescue unit was taking part in a boot drive. From Cookstown we travelled to Station 2 in Lefroy where the full-time crew met us and pulled the two rigs out for photos. This station houses a tanker and a pumper similar to Pump 4 but of 2005-vintage.



Innisfil Pumper 4, a 2007 Sterling Acterra / Fort Garry pumper 1050igpm/800gwt (SN#A342)

From Station 2 we followed Rescue 1 to Station 3 in Stroud. Of interest here was their huge Eastway/Sterling 2600-gallon pumper/tanker. This station also houses a 1952 Bickle-Seagrave/GMC parade unit. We also shot the EMS rigs here. From Station 3 we followed the leader to Station 1 in Alcona where their rigs were pulled out. Of interest here was Ladder 1 - a 2000 Superior 55' TeleSquirt on a conventional Volvo (Autocar) chassis. We also shot Rescue 1, a 2003 Superior-International rescue pumper on conventional cab chassis. (Several rigs Ken mentioned in this narrative were depicted in Volume 47, No. 6 and are not shown here - ed). All in all, we photographed a total of 26 rigs in beautiful sunny and warm conditions. Thanks to Tom Shepherd and Doug Skelding who set up a great day of fire buffing.

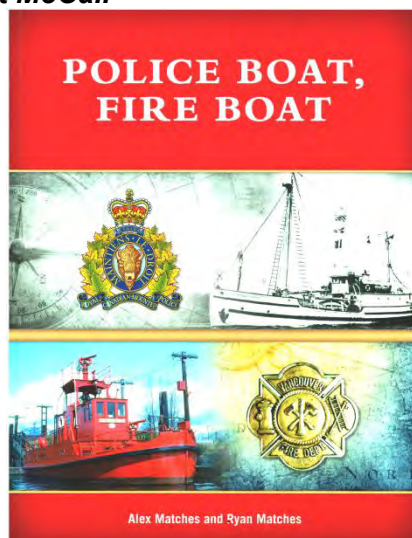
BOOK REVIEW:
VANCOUVER FIRE & POLICE BOATS
By Alex & Ryan Matches

Alex Matches is Canada's most prolific -- and productive -- fire department author and historian. A retired Vancouver Fire Department Battalion Chief, Alex has authored no fewer than three books documenting the history of the V.F.D. His first book, published in 1974, was *It Began With A Ronald* -- a pictorial history of the fire apparatus the Vancouver Fire Department has used since its creation in 1886 through the mid-1970s. Alex published an updated, much more comprehensive sequel to that book -- *The Rigs of Vancouver's Bravest* -- in 2008. But his magnum opus is the superb history of the V.F.D. from 1886-2016 he published in 2016. *Vancouver's Bravest* is one of the finest such histories ever published about a major metropolitan Canadian fire department, encompassing the VFD's entire 130-year history up to that time. The hundreds of photos that support his authoritative, thoroughly-researched text are a bonus. It's one of the favorites in my Canadian fire service history collection library.

Now Alex and his son, Ryan, have teamed up to publish a book documenting the histories of just two "rigs" -- Vancouver's first fireboat the *J.H. Carlisle*, and the *St. Roch* -- the far-ranging, Vancouver-based boat used by the Royal Canadian Mounted Police. By sheer coincidence, both boats were built side-by-side in the Burrard Dry Dock Co. ship yard in North Vancouver in 1928. The *Carlisle* was named for Vancouver's first Fire Chief who served for 42 years and pushed hard to obtain the VFD's first marine unit. Among the major fires the *Carlisle* battled along the city's many miles of waterfront were the CPR Pier "D" conflagration in 1938; the S.S. *Greenhill Park* explosion in 1945 and the huge BC Forest Products lumber yard inferno in 1960. After 43 years of service, the *Carlisle* was replaced in 1971 by four King-Seagrave Super Pumpers assigned to four firehalls around False Creek basin. (As a footnote, Alex in his career spent many shifts aboard the *Carlisle* as an engine room pump operator).

While the *Carlisle* spent its entire career in and around the west coast harbor city, the RCMP's *St. Roch* roamed far from its home port, up the Pacific Coast, around Alaska, through the Bering Strait and North West Passage, and on down the Atlantic coast as far as Halifax, supplying RCMP detachments along the way. After five years at sea the *St. Roch* returned to its home port in 1948. Two years later the *St. Roch* returned to Halifax -- this time via the Panama Canal - -the first vessel to circumnavigate North America. Retired after a hero's welcome back to Vancouver in 1954, she was retired and turned over to the city. In 1959 the *St. Roch* was moved into the new Vancouver Maritime Museum where it is on permanent display today in its own "A"-frame building at the museum in Kitsilano.

While this book is much thinner than Alex's previous three volumes it no less interesting. The 34-page softcover book is nicely illustrated and includes numerous color photos. "***Police Boat, Fire Boat***" is available from the author for just \$15.00, *including postage*. Alex Matches' address is 2140 Durham Rd., Surrey BC V4A-5L6. For anyone interested in Canadian fire/police services, it's a fascinating read. I, for one, can highly recommend it. - **Walt McCall**





First away: a 2010 International / Pierce pumper, 1050igpm/650gwt. (SN#1HTMKAZR49H089530)



Second away: a 2004 Freightliner FL 80 / Ferrara pumper, 1050igpm pump/500gwt. Originally from Texas.



Tanker: a 2004 Freightliner FL 80 / 2018 Dependable tanker, 1500igwt, (Dan Goyer photos)



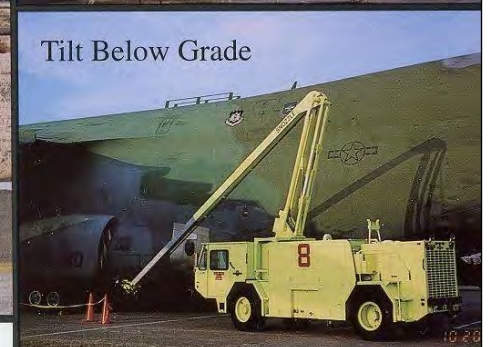
HRET Halifax IAP 1993 Volvo FE/Almonte/CRES 1050/500/40Fm/50' Snozzle (DS)



Patented



40 Ft. Elevation



Tilt Below Grade



Video Camera
Piercing Nozzle



Manufactured By

CRASH RESCUE EQUIPMENT SERVICE, INC.

P.O. Box 29044
Dallas, TX 75229

800-826-0989
Fax 214-243-6504

An early advertisement for the Snozzle from Crash Rescue Equipment.

The High Reach Extendable Turret

by Dan Goyer

The idea of using an elevated position to dispense foam for aircraft rescue firefighting originated during the Second World War when the Army Air Corps started investigating the concept. Two very different prototypes were put forward for consideration.

In 1942 American LaFrance built a 500 Series tractor drawn unit with an elevating mast mounted atop the cab of the tractor section. A water pump was mounted behind the cab and it supplied foam or water to the monitor located in front of the grill front grill or the elevated monitor. The trailer unit had a 4000 US gallon capacity; it's not known what the exact quantities of water and foam were. During evaluations, it's poor off road mobility prevented the truck from going into production.

The Cardox class 150 carbon dioxide aircraft firefighting vehicle had a mast mounted wand that was used to rain the carbon dioxide down onto a burning aircraft. This unit was the most advanced firefighting vehicle in its day and it proved to be highly effective, it's reported that 238 of this type were built during the war.

The British recognized the merits of an elevated platform and the WOT1 Monitor Tender was modified with a tower structure that could be raised into the vertical position on arrival at the crash scene. It is reported that 300 of these units were produced and began operational service in 1944. For the next thirty years or so, the concept of an elevated monitor on an airport crash truck would be revisited by a number of manufacturers but never advanced beyond an experimental concept.

The introduction of wide body jetliners in the early 1970's presented a challenge for airport fire services to extinguish cabin area fires. The Boeing 747, McDonnell Douglas DC-10 and Lockheed L1011 tri-jets brought renewed interest, especially in finding a device to allow for elevated fire fighting with the tail mounted auxiliary power unit or third engine of the DC -10 or L-1011.

In 1978 the British Airport Authority at London Heathrow Airport began evaluation of the first Gloster Saro Javelin airfield crash tender that was fitted with a rear mounted telescopic ladder and basket designed to reach the rear engine or auxiliary power units mounted in the tail area. The single person telescopic ladder with attached basket could swivel through 270 degrees, and had a working height of 10.5 meters (35 feet). Contents of the chassis mounted 100 kg B.C.F. sphere could be discharged from the basket or a handline brought up to the basket. The limited firefighting capability was not what was truly needed but it was a step in the right direction.

American ARFF manufacturers would follow the British lead and offer products such as the LTI Trident in the spring of 1984 and the first E-One Titan ARFF truck with a rear mounted telescopic boom in 1986. These custom built ARFF vehicles would use a rear mounted telescopic boom capable of flowing 1000 US GPM, the knockdown punch that was needed to deal with the massive fuel fires typical of an aircraft incident. The LTI Trident was overly complicated and therefore only one was built. E-One built three different styles of boom equipped crash trucks over a number of years however follow on orders did not materialize due to the added cost and complexity of the telescopic booms being added to the ARFF chassis.

The Boardman Company, who had previously bought the rights to the Read Tower line of telescopic booms, developed their own midship mounted two boom design with the upper boom being telescopic, they named their product the Snozzle. The advantage of the Snozzle was its simple midship design, fitting neatly over the pumphouse area and requiring minimal body alterations, even for a retrofit. Simple A Frame outriggers provided stability as the booms rotated into position. The boom was never designed to be fitted with a ladder, this saved considerable weight, like the Squirt from Snorkel it was meant strictly as a highly maneuverable elevated waterway.

In the late 1980's, a small rebuilder of airport crash trucks, Crash Rescue Equipment Services, (CRES), purchased the intellectual property of the Snozzle from the Boardman company and began manufacturing the booms in their facility with an eye to mounting them on ARFF vehicles. The Snozzle fit perfectly into the area directly behind the cab where a dry chemical system would normally be fitted. Most airport crash trucks were designed for single man operations therefore CRES removed the A Frame outriggers and the ability to rotate the booms, these changes also



Phoenix Sky Harbor Airport Red 3 with the first Snazzle, a 50 footer, mounted on a 1987 Oshkosh TA-3000. It had a 1250 US gpm pump and a 3000gwt. Phoenix still has a Snazzle stationed at the airport, the current 65' model is on a 2006 Oshkosh Striker 4500. (Dan Goyer photo)



CFB Uplands, Ottawa also had a Snazzle, attached to a 1993 Oshkosh TA-1500C (MFV 6000) CRT, it had an 1100igpm pump, 1320gwt, 155gft and 500 lbs Purple K. (Dave Stewardson Photo)

dropped the total weight to 4000 pounds, making the Snozzle lightweight and simplifying installation.

The midship design meant the telescopic upper boom section could reach to the top centre of the cylindrically shaped aircraft fuselage. A CCTV mounted at the tip gave the operator a birds eye view from the tip and assisted the operator with boom placement for operation of the piercing tip or operation of the turret. The monitor sweep of 180 degrees horizontally ensured agent could be discharged where needed. The addition of the piercing nozzle at the tip meant 250 US GPM could be delivered into the aircraft cabin rapidly. The cone pattern from the piercing nozzle distributed foam evenly and was of sufficient flow to suppress fire within the cabin as substantial FAA test centre trials would later confirm.

The City of Phoenix Sky Harbour Airport fire station received the first CRES mounted 50 foot Snozzle for airport use in 1987, mounted on an Oshkosh T-3000. The airport was happy with the product however the Snozzle lacked the ability to place the monitor close to the ground so CRES was requested to investigate if this feature could be added. Placing the monitor close to the ground would be great for wheel or brake fires, access to lower cargo areas, and placement of the nozzle below the wing. The tilt down feature was another “feather in the cap” of the Snozzle. The Phoenix unit was retrofitted with the tilt down feature in May 1991. As a true believer in the Snozzle design, Phoenix is now operating their third generation of Snozzle equipped ARFF trucks, two Oshkosh Striker 4500s with 65 foot Snozzle booms.

The US Air Force, always willing to try new innovations in aircraft rescue firefighting, had CRES retrofit a 1986 Oshkosh P-19 with a Snozzle boom with a slightly shorter reach of 40 feet. The USAF was looking for a way to provide enhanced airframe fire protection for larger aircraft such as the massive C-5 Galaxy transport aircraft or the KC-10 air refueler and cargo aircraft, amongst other large aircraft types in the USAF inventory. The USAF conducted extensive testing with the Snozzle unit starting in the fall of 1991 and became a true believer in the concept of the HRET, having bought many Snozzle and a few Rosenbauer HRET booms as part of subsequent ARFF purchases.

In 1992, the FAA test and evaluation centre purchased the prototype E-One Titan HPR 4X4. Initial testing was centered on the study of vehicle stability provided by the new concept of independent suspension for ARFF vehicles based on the design originated by Timoney of Ireland. Eventually the decision was made to retrofit a Snozzle onto the Titan HPR to perform in depth evaluations of how the addition of the HRET affected vehicle stability. The FAA also sought to explore how the use of a HRET would benefit airport incidents, and to develop guidelines in their use.

In 1993 the Snozzle made its way north across the American border, in the form of a Snozzle mounted on an Oshkosh MFV 6000 (T-1500), bought by the DND. The Canadian Military preferred to class the truck as a Major Foam Vehicle that carried 6000 litres of water. In that same year, Transport Canada had two airport pumper trucks built by Almonte with an enclosed raised roof mother in law, midship mount pump, with hard suction, one each side of the pumper body and the Snozzle. Specifications were 1050igpm/500gwt/40gft/50'. The first truck was delivered to Halifax International Airport where it served out its full career however the destination of the second unit is unknown.

To gain some exposure in Europe, a demonstrator unit built on a Spartan 4X4 chassis with a Firewolf body was shipped to Hannover Germany for display at Interschutz in 1994. It is my understanding that the unit was then shipped back to the US, Firewolf went bankrupt and the assets were purchased by KME. It is unclear what happened to the demo unit.

Over a 10-year period CRES would deliver 25 Snozzles to airports in North America, as interest and knowledge of the product grew, eventually orders from around the world would follow. Most ARFF manufacturers from around the world were purchasing the CRES Snozzle product for installation on their airport crash vehicles, however, some manufacturers chose to compete against the Snozzle product and therefore chose to design their version of a HRET.

The Atlanta Hartsfield International Airport received some unique Rapid intervention Vehicles from a small Newark California company, Colet SVD starting in 1996. An order for 6 larger units would



Victoria Airport Red 5 is a 2011 Rosenbauer Panther 3000 6x6 with a 1850igpm pump, 2750gwt and 330gft. It carries 500 lbs. dry chemical and 50' Stinger HRET.



The Ziegler Z6 CRT with the Z Attack HRET on display at Intershutz. (Dan Goyer photos)

follow in 1998. Colet SVD had a unique design philosophy. The front cab looked more like an aircraft cockpit, the stainless steel body and chassis formed a monocoque lightweight but strong structure. The Colet designed roof monitor did articulate and telescope however it certainly lacked the reach of other HRET designs and was not provided with a piercing nozzle. There are many shortcomings in the Colet design however this unique design did warrant mention.

Rosenbauer International purchased a number of American apparatus manufacturers starting 1998. General Safety became known as Rosenbauer Motors and in partnership with Freightliner they developed the Panther FL cab and chassis for airport crash trucks which provided the Austrian company with an American based design. Freightliner at the time owned American LaFrance, this gave Rosenbauer Motors access to the Snorkel product line. A modified Telesqurt became the ATB Squrt, very similar in all respects to the Snozzle.

When American LaFrance was divested from the Freightliner portfolio, Rosenbauer America then developed the Stinger HRET, manufactured at the Rosenbauer America, RK Aerials, Fremont Nebraska plant. To this day the Stinger is available to Rosenbauer customers around the world.

In 2001, E One won an order to supply 34 G Series ARFF trucks to the Royal Netherlands Air Force and the Schipol airport. These units had a distinct European look to them, built on an E-One chassis, the bodies were built by Plastisol out of Glass Reinforced Plastic. Included in that order were two HRET equipped units, Bronto Skylift supplied two F17 ARFF HRETs for the project. It is quite possible that these two HRET booms were the only ones built by Bronto Skylift for the ARFF market.

For some reason the Bronto Skylift design was not successful so E-One tried once again to develop an in house HRET. It was known as the AB 50, aside from the demonstrator no other units were known to have been built and E-One then chose to simply buy the Snozzle product instead.

Recognizing that larger airframes such as the Airbus A 380 and Boeing 747-800 series aircraft posed a challenge for the Snozzle to reach such heights, CRES began development of a 65 foot model known as the Snozzle Hydra Sword. In 2006, the prototype was delivered to the FAA test facility so that full operational testing could be conducted. The new version could be easily recognized as there was a larger 1000 US GPM monitor located at the tip of the base section of the upper boom and the inner telescopic section was fitted with the piercing nozzle as before however the tip had a reduced flow capacity of 500 US GPM.

The value of the HRET was highlighted the FAA HRET evaluation report released in November of 2011. One key example centered around a FEDEX DC 10 crash that occurred in 2003 in Memphis. The aircraft suffered a landing gear failure which resulted in a substantial post-crash fire. Two ARFF units dealt with the fuel fire on the left wing while another ARFF truck equipped with a HRET positioned itself on the opposite side of the aircraft and started flowing foam into the main deck cargo area. The application of foam into the interior saved the cargo from fire damage, estimated value of the saved cargo was \$25 million US.

In April 2011 Oshkosh bought the Snozzle product from CRES. This had a profound effect on the worldwide ARFF HRET market. Once Oshkosh completed production of existing orders of the Snozzle for other manufacturers, Oshkosh announced that the Snozzle would only be available on Oshkosh products. Ironically even Rosenbauer had purchased numerous Snozzle booms to be mounted on their vehicles at the request of certain customers. Rosenbauer already had the Stinger HRET available so the Oshkosh announcement did not affect their options however other ARFF manufacturers were left scrambling trying to find a HRET boom design they could use.

From this interesting development various manufacturers' developed new designs that would be showcased during Intershutz in June of 2015.

Ziegler had their new boom design on display at Intershutz called the Z Attack. It was mounted on a rather strikingly painted Z6 ARFF truck. The HRET is available in a 17 or 20 meter length.

Simon Carmichael International Group, SIG, unveiled the Carmichael Cobra 3 crash tender at Intershutz in 2015. The demo unit was also fitted with a new design HRET, the Jet Ranger. It is unknown how many, if any, of these units were delivered. The company fell on hard times and



East York Snizzle 1, 1996 Freightliner FL 106/Dependable/CRES 1050/500/50' (Dave Stewardson photo)



Chilliwack E.4, a 2011 Spartan MetroStar/HUB/CRES rig, 1500/485/25A/65' Snizzle (Terry Yip photo)



Vancouver Airport operates three HRET equipped CRTs. The largest is Red 3, a 2013 Oshkosh Striker 4500 8x8 (1665igpm/3750/525F/500lbs. DC/50' Snizzle). Red 5 & 6 are Striker 3000s. (Dan Goyer photo)

passed through a couple of owners in 2018, the liquidated assets then purchased by Terberg DTS UK Ltd.

WISS, a Polish manufacturer of firefighting vehicles, had on display at Interschutz 2015 their version of a HRET. Mounted on a large “Felix” 8X8 ARFF Vehicle the articulated boom functions like all other HRET’s. The boom is manufactured by Bumar Koszalin, one of the companies within the WISS Group. The WISS design allows for a higher flow rate than most competitors at 7600 LPM at a maximum height of 19.5 meters.

KME, part of the REV Group of companies developed the Talon articulated boom with the first boom being delivered in 2017 and installed on a pumper for Lindenwold New Jersey. A strikingly similar boom design has been found on an E-One Titan ARFF vehicle recently delivered to Tuscaloosa, E-One being part of the REV Group of companies it would make sense to use the KME design for ARFF. Magirus recently delivered three Dragon 6 crash trucks to Kuala Lumpur, Malaysia with a boom identical to the KME Talon. Morita of Japan unveiled their Red Sky Lance, again the boom design is a mirror image of the KME Talon, sadly KME would not confirm which other apparatus manufacturers are using the Talon design.

Volkan, a Turkish manufacturer, displayed their Lion 8X8 ARFF truck at Interschutz in 2015, it had been fitted with a HRET of their own design since they had been using the Snozzle prior to the acquisition by Oshkosh, like many other manufacturers.

THE FAA report noted that 400 HRET units were in worldwide use by 2011, since the release of that report, even a greater number of HRET booms have been mounted on ARFF vehicles to enhance safety at the world’s airports.

The focus of this article had been the development of the HRET boom for airport use, however, both municipal and industrial fire departments recognized the advantage of adding an elevated boom to help in firefighting operations. Municipal and industrial fire departments have access to a large range of aerial devices but for a lightweight, versatile elevated waterway, the HRET is an excellent option. Two municipal fire departments in Canada chose to add a Snozzle to their pumpers, East York was the first in 1996 and Chilliwack BC followed suit in 2012.

CRES’s choice to take the original Boardman design and enhance the Snozzle led the way to the success of the Snozzle and became the template for many competitors to follow. It is interesting how the HRET has evolved within a niche market.



A 2015 Felix 8x8/WISS crash truck at Interschutz. (Dan Goyer photo)



A Volkan Lion 8X8 ARFF truck at Interschutz in 2015 equipped with their own HRET.



A Rosenbauer Panther 6x6 ARFF rig after the 2015 Unveiling at Interschutz. (Dan Goyer photos)



Saskatoon, SK Unit 18, a 1987 Ford C/Superior pumper, 1050igpm/500gwt, 1992 Crestline rehab. s/n SE799.



Saskatoon Unit 4, a 1993 Superior Cyclone Vista, 1250igpm pump, 500gwt and 25gft, s/n SE1324.



Saskatoon Unit 35, a 1974 Hendrickson originally topped with a 125' Calavar Firebird. A 1989 Superior rehab and replacement of the Calavar resulted in this 85' tower, with a 1050igpm pump and 300gwt. (Dave Stewardson photos)



Banff, AB Pump 62, a 2020 Freightliner M2-106/Fort Garry 1250igpm Waterous pump and an 800gwt, s/n J00016 (Fort Garry Fire Trucks photo)



Leduc, AB P.1 2020 Pierce Enforcer, 1750gpm Waterous pump, 500gwt and a Husky 3 FS j/n 33928 (Photo courtesy Pierce Manufacturing)



Not long ago, the base had this 1992 Spartan Nova Quintech pumper as Red 1, 1050igpm/500gwt/2x7gfts.



Red 4 was this 1996 Pemfab Tibotrac 75' quint, with a 1050igpm pump, 300gwt, 26gft(A) & 10gft(B).



Now Red 4 is a 2006 E One Cyclone II tower with 1750igpm pump, 240gwt and a 100' Bronto. (Dave Stewardson)

A look back at North York...



NYFD's early, low profile pumpers, long out-of-service by 1993, captain and driver up front, everybody else on the back step. Stating in 1958, they ordered a total of 15 on International chassis, along with two on GMC. Shop No.40 was a 1974 International CO1950B / Thibault pumper 840igpm/200gwt.



By the late '70s, everybody rode in the cab and the back end was much bigger, with two rows of cabinets, and the cab higher (compare with the pump behind). Shop Number 58, a 1980 International CO1950B / Pierreville, and its twin, No. 57, were the first with the larger pump and tank, 1050igpm and 300 gallons.



In 1986, the NYFD ordered from Superior, receiving five on the International CO1950B chassis. No. 69, above, would be the last IHC delivered, the department switched to the White/GMC chassis two years later. These also had 1050igpm pumps and 300 gallon tanks. (Photo credits: Larry Ward Collection)

NORTH YORK FIRE DEPARTMENT ROSTER

Courtesy of Chief Al Speed & MTMAA Trumpet

Station No. 1 - 5125 Yonge St.

1 Pump 1988 Superior/WhiteGMC 5000LPM/1350 LWT Crew Cab #70
1 Aerial 1980 King-Seagrave/Mack 26M 5000LPM Crew Cab # 2

Station No. 2 - 476 Lawrence Ave. W.

2 Pump 1986 Superior/International 5000/1350 Crew Cab #69
2 Pump 2 1980 Pierreville/International 5000/1350 Crew Cab #58

Station No. 3 - 2350 Finch Avenue W.

3 Pump 1986 Superior/International 5000/1350 Crew Cab #68
3 Pump 2 1986 Superior/International 5000/1350 Crew Cab #66
Reserve 1977 Thibault/International 4000/1350 Crew Cab #54

Station No. 4 - 2220 Jane Street

4 Pump 1989 Superior/WhiteGMC 5000/1350 F/DC Crew Cab #87
Chief 32 1987 GMC Suburban District Chief #13

Station No. 5 - 143 Bond Avenue

5 Pump 1984 Pierreville/International 5000/1350 Crew Cab #51
5 Aerial 1989 Superior/WhiteGMC 30M/5000 LPM Crew Cab #10
Chief 34 1988 GMC Suburban District Chief #29

Station No. 6 - 2545 Bayview Avenue

6 Pump 1986 Superior/International 5000/1350/F/DC Crew Cab #88
6 Rescue 1983 MTI/International Heavy Rescue #84
Reserve 1974 Pierreville/GMC Heavy Rescue #81

Station No. 7 - 200 Bermondsey Road NYFD Training Centre

7 Pump 1980 Pierreville/International 5000/1350 Crew Cab #60?
Training 1978 King/International 4000/1350 Crew Cab #56

Station No. 8 - 1507 Lawrence Avenue W.

8 Pump 1981 Pierreville/International 5000/1350 Crew Cab #61
8 Aerial 1983 Thibault/International 30M/4000 LPM Crew Cab # 9

Station No. 9 - 700 Seneca Hill Drive

9 Pump 1981 Pierreville/International 5000/1350 LWT Crew. #62
9 Aerial 1978 Thibault/International 30M 2500 LPM Crew Cab # 7

Station No. 10 - 3965 Keele Street

10 Pump 1982 Pierreville/International 5000/1350 LWT Crew. #64
10 Pump 2 1982 Superior/International 5000/1350 LWT Crew. #65
Reserve 1977 Pierreville/Scot 30M/1000 LPM Crew Cab # 6

Station No. 11 - 1009 Shepherd Ave. W.

11 Pump 1991 Superior/Pierce 5000/1350 LWT/F/DC #85
11 Rescue 1989 MTI/WhiteGMC Heavy Rescue #82



For the new haz mat and rescue pumps, the department switched to much longer Pierce chassis. 15P ran No.86, a 1991 Pierce Superior haz mat pump equipped with a 1050igpm pump, 300gwt, 100gft and dry chem. (Photos from the Larry Ward Collection)



Shop No. 1, a 1977 Kenworth/Pierreville 100' aerial, also had a 250igpm pump.



Shop No. 83, running as 6 Rescue, a 1981 International CO1950BMTI heavy squad.

NORTH YORK FIRE DEPARTMENT ROSTER:

Station No. 12 - 5700 Bathurst St.

12 Pump	1982	Pierreville/International	5000/1350	Crew Cab	#63
12 Aerial	1990	Superior/WhiteGMC	30M/5000 LPM RM	Crew Cab	# 5
Chief 33	1988	GMC Suburban	District Chief		#14

Station No. 13 - 3300 Bayview Avenue

13 Pump	1986	Superior/International	5000/1350LWT	Crew Cab	#67
Reserve	1977	Pierreville/Kenworth	30M 1000 LPM	Crew Cab	# 1

Station No. 14 - 2753 Jane Street

14 Pump	1991	Superior/Pierce	5000/1350 LWT/F/DC	Crew Cab	#74
14 Aerial	1988	Superior/Pierce	30M/5000 LPM	Crew Cab	# 3

Station NO. 15 - 115 Parkway Forest Drive

15 Pump	1986	Superior/International	5000/1350LWT	Crew Cab	#65
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Station No. 16 - 20 Beffort Road (Under Construction)

16 Pump	1990	Superior/WhiteGMC	5000/1350LWT	Encl.Crew Cab	#73
Reserve	1974	Pierreville/GMC	Heavy Rescue/HazMat Support		#81

Station No. 17 - 10 William Carson Crescent

17 Pump	1989	Superior/WhiteGMC	5000/1350 LWT	Crew Cab	#71
Reserve	1978	King/International	4000/1350LWT	Crew Cab	#55

Station No. 18 - 1109 Leslie Street ¹⁰⁵⁰

18 Pump	1990	Superior/WhiteGMC	5000/1350 LWT	Crew Cab	#72
Reserve	1956	LaFrance	700 Series 30M/1000 LPM	Open Cab	# 8
Reserve	1984	Pierreville/International	5000/1350	Crew Cab	#50
Reserve	1980	Pierreville/International	5000/1350	Crew Cab	#57
Reserve	1980	Pierreville/International	5000/1350	Crew Cab	#59
Reserve	1981	MTI/International	Heavy Rescue	" "	#83?

On Order: 15 Pump 1991 Superior/Pierce 5000/1350/F/DC #86

All North York Fire Department apparatus is red. Newer rigs sport a white reflective stripe around the body.



This is the 1980 Mack/King Seagrave 85' tower, seen here at Station 12. It had a 1050igpm pump.

STOUFFVILLE FIRE DEPARTMENT

Fire Station - 65 Main Street East

Pump 1	1973 Thibault/International 840/500
Pump 5	1988 Superior/Mack 1050/500
Utility 7	1979 Wiltsie/Ford Rescue Unit
Tanker 4	1982 MTI/GMC 625/3000, Front-Mount Pump
Rescue 3	1990 Superior/Ford CF8000 Heavy Rescue/Command
Parades	1947 Bickle-Seagrave/Fargo 425 Pumper (Restored)

Full Time Chief, W.D. Brown, two full-time firefighters, 34 volunteer firefighters. Frequency 154.725. Dispatched by Markham.



Also from '91, Whitchurch-Stouffville, ON Pump 5 (521), a 1988 Mack/Superior 1050igpm, 500gwt.



Tanker 4 (514), a 1982 GMC/MTI 625igpm, 3000gwt.



Rescue 3, a 1990 Ford CF8000/Superior (Desmond Brett photos)

Prince Township Buys A New Fire Truck from the Sault Star

Steve Hemsworth, Prince Township's fire chief, told council none of the volunteer fire department's trucks met the standards for firefighting vehicles in the township. Hemsworth said municipalities with more than 1,000 residents must have at least one firefighting vehicle that had been certified by Underwriters' Laboratories of Canada (ULC), the organization that sets fire insurance rates for residential and commercial properties protected by fire departments. Earlier this fall (2019), Hemsworth reported that the department's 1984 tanker truck was too old to be certified. But since then, he said, he'd contacted ULC and learned that the 1996 pumper truck was also too old.

"If we want to have any hope of meeting ULC standards, we have to do something about the truck before 2021," Hemsworth said, adding that the lack of a ULC compliant vehicle could leave the township open to liability. "If we're on the way to a fire and (the truck) breaks down or the pump gives up, the township's on the hook for anything deemed to have happened because of the breakdown," he said.

ULC standards require a front-run fire truck – the one that responds first to a fire call — to be no more than 15 years old. Older vehicles may only be used as second-run, or support, vehicles or kept in reserve to age 30. But once a fire truck is 25 years old, ULC no longer considers it a firefighting vehicle, Hemsworth said. The township's pumper truck is now 24 years old. A firefighting vehicle over 20 years old must be recertified annually, Hemsworth explained. The snag is that ULC will not recertify it unless a new one is on order.

Hemsworth provided council with price quotes ranging from \$348,000 to \$385,00 from four different suppliers of new emergency vehicles. His preferred model was a 2019 MaxiMetal tanker, sold by Commercial Emergency Equipment in Quebec. It was a demonstrator with mileage on it, originally priced at \$395,000 but available for \$385,000.

"As somebody who's responsible for the safety of the citizens and the property in Prince Township, it's pretty much the only one I can recommend," Hemsworth said.

The MaxiMetal tanker would meet ULC standards as a pumper truck. It also had "tons more" compartment space, which would enable it to carry the equipment now stored in the department's first response rescue van. If purchased, it would last 30 years, 15 as a pumper (the front-run vehicle) and 15 as a tanker. And unlike the vehicles from the other suppliers, it would be available early next year.

"If we were to purchase this vehicle, we'd be ULC compliant immediately," Hemsworth said.

He recommended the township sell the old tanker and the trouble-prone rescue van. With only two trucks to maintain instead of three, the township could put aside enough funds to buy a new front-run vehicle every 15 years, he said. Hemsworth suggested the fire department keep the 24-year-old pumper as its second truck for several years and use it as a mobile water supply. The township could then replace it with a used tanker, which would tide the fire department over to the 15-year interval for purchasing another new truck.

"Council's got lots to think about," Mayor Ken Lamming said after hearing Hemsworth's report. Coun. Dave Amadio added that he didn't think council could reach an immediate decision on whether to purchase the MaxiMetal truck. "We have reserves ... But the problem for us is how to finance \$385,000," Amadio said.

Hemsworth acknowledged that the figure was steep. He noted, however, that he'd reviewed the fire department's past budgets and found that they'd been underfunded in many of the years since 2006.

"We didn't get here by accident," he said. "We haven't done a lot of planning as far as apparatus is concerned."

(see apparatus photo on Page 10)

Ten series years...



Winnipeg Shop #437, a 1990 E One Hush pumper with a 1050igpm pump and 500gwt. (Dave Stewardson)



Markham Chief 93 was using this 2000 Chevrolet 3500 van back in 2007. (Desmond Brett)



Another rig seen on the Barrie tour, this was former Pump 4, assigned as Pump 8. The 2000 Spartan/Almonte pumper was now in reserve with a 1050igpm pump, 625gwt and 40gft. (Neil McCarten)