

# Third Alarm



A Publication of the OFBA

Volume 45, No. 2

March-April 2015



As promised, we are featuring primarily American rigs in this issue. Kicking things off, we start with the most recent delivery, with a Canadian connection. This top-mount pumper was built for the Tri-Community Fire Department in Bern, NC. Engine 13-8 is a 2015 Spartan Metro Star X/Fort Garry pumper, equipped with a 1250gpm Darley pump, 1000gwt and 30gft. It was delivered in February, order number M552.

(Dave Stewardson photo)

# THIRD ALARM

**Volume 45 Number 2**  
**March - April 2015**

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

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The Editor reserves the right to edit all material  
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### **President's Message...**

As we embark on a new buffing season please accept the best wishes of your Board of Directors for a Happy St. Patrick's Day and a very Happy Easter. I am sure you are looking forward to the coming of spring and our first photo tour of the year. Larry Ward has lined up an excellent tour of the Rama First Nation Fire Service, the Orillia Fire Department and the Oro-Medonte Fire Service for our first tour on May 23. You will find the details and some directions in this issue. Details of the June photo tour of St. Catharines and Thorold and the July tour in Grey and Bruce Counties will be in the next issue.

Congratulations to the members of the Greater Toronto Multiple Alarm Association on their 40th Anniversary which they celebrated at their Annual Dinner on April 4.

Your Board of Directors met with Division Chief Anselmi of Toronto Fires' Mechanical Division on January 25 at which time the Treasurer gave a very detailed history of how we came to own HP2 and to discuss the status of the truck. The DC stated that there are a few repairs yet to be made before it will be safe to have the truck on the road again and thanked us for the history lesson.

The annual financial report is included in this issue so please take time to read it and if there are any questions please contact me or the treasurer and we will get the answers for you.

A reminder that this is an election year so please consider running for office. Being a director on the Executive Board of the OFBA is not a time consuming proposition but a fulfilling one. Nomination forms will be included in the May/June issue of the Third Alarm.

Until we see you in Rama, enjoy the spring weather and please stay safe.

. Bob Rupert.

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

I trust that everyone enjoyed our Annual Photo Issue, which had a variety of photos from a number of different countries. The quality of both the colour and black and white photos remains quite exceptional. Our editor still looks to our members for material, both photos and articles. We do have an excellent source of both, since we have over 120 members spread across Canada, as well as a large number in the United States and three in England.

As of the beginning of April, approximately twenty per cent 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 of the T/A. And, once again, a special thanks to those of you who have been most generous with your contributions.

Enclosed with the current issue of The Third Alarm are two sheets of revisions to be made to your copy of the 2013 membership Roster. They include changes and also a number of new members.

Robert Herscovitch, Membership Secretary

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

As I mentioned in the last issue, we are showcasing U.S. apparatus in this edition, starting with older stuff, from the 40s to the 70s, then a break for the new Canadian deliveries and a nice piece on Toronto's first pumper, then moving into the modern, much more colourful era and a look at a few unique rigs. The extra pages with the electronic edition feature more classic trucks, extra coloured rigs and more delivery shots.

Thanks for photos from Terry Yip, Bob Rupert, Gary Dinkel, Ken Buchanan, , John Bowerman, Dan Goyer, Doug Holmes and lots of stuff from Dave Stewardson, Herb Galloway and Neil McCarten.

Thanks also to Walt McCall for the TFD article, Also appreciated are Doug and Ken for apparatus/station info, along with the GTMAA Trumpet.

Desmond Brett, Editor, Third Alarm



## Calendar

Photo tours for 2015:

May 23	- Oro-Medonte & Orillia
June 27	- St. Catharines & Thorold
July	- Grey/Bruce
August 8	- Quinte West & Belleville
September 12	- Georgina, Brock Twp. & Ramara
October 3	- Fort Erie & Pelham

May 29-31 La Grande Fete des Pompiers des Laval

July 29 to August 1 SPAAMFAA Summer Convention & Muster, Syracuse

August 12 to 15 IFBA 2015 Annual Convention, Hartford, CT ([www.ctfirephoto.org](http://www.ctfirephoto.org))

### **OFBA Photo Tour: Chippewas of Rama First Nation Fire and Emergency Services, Orillia Fire Department, Township of Oro-Medonte Fire and Emergency Services, May 23, 2015**

0900 hrs. - Chippewas of Rama FES - 7454 Williams Road, Rama (Orillia) North side of Williams Rd just west of Rama Rd.

1015 hrs. - Orillia FD Station 1 - 500 Gill Street

1100 hrs. - Orillia FD Station 2 - 1 Commerce Road

Lunch

1230 hrs. - Oro-Medonte FES Station 5 - 1911 Warminster Side Road, Oro-Medonte

Department will be providing a guide to escort us to the other stations in the following order:

Station 6 - 5668 7 Line North, Oro-Medonte

Station 3 (HQ) - 3375 4 Line North, Oro-Medonte

Station 4 - 1905 Old Barrie Road, Oro-Medonte

Station 2 - 375 11 Line South, Hawkstone

Station 1 - 1950 Ridge Road West, Shanty Bay

Note: Above addresses work with **mapquest.ca** as shown. Do not put "th" with or alphabetize the numbered roads or it will not work. Using GPS units may require having to input Oro-Medonte for the city. For some reason, **Google Maps** doesn't recognize some of the addresses in Oro-Medonte so don't use it.



This 1931 Buffalo triple-combination used to run with the Liberty Hose Co. No. 5 in reading, PA.  
(Herb Galloway photo)

# THE ONTARIO FIRE BUFF ASSOCIATES

## FINANCIAL STATEMENT FOR 2014

**OPENING BALANCE** - November 1, 2013

**\$9,055.32**

### **REVENUES**

Donations	\$382.00
Membership – 2013	\$35.00
Membership – 2014	\$3,006.00
Membership – 2015	\$83.00
Subscriptions to Third Alarm	\$15.00
Meetings – Revenue net refreshment expenses	\$30.25
Meetings – Raffle	\$115.00
Bank Interest – Term Deposit	\$140.00
	<hr/>
	<b>\$3,806.25</b>

### **EXPENSES**

Third Alarm - Printing and Envelopes	\$1,161.73
- Postage	\$1,262.49
2HP – Insurance	\$205.00
General Printing of notices, photo tours & roster	\$68.14
Sundries - Membership IFBA	\$50.00
- P.O. Box and Sundry Postage	\$245.99
- Bank Charges	\$74.60
- Foreign Exchange (Loss on US\$)	\$0.90
- Other Sundry Expenses	\$50.00
Plaque for Rick Loiselle	\$220.07
	<hr/>
	<b>\$3,338.92</b>

**CLOSING BALANCE** - October 31, 2014

**\$9,522.65**

Dated – March 8, 2015

J.A. Stronach  
Treasurer





Maple Rapids, MI had this 1945 IHC KB/American pumper, it has a 500gpm pump and 300gwt, now owned by Russell Riley. (Herb Galloway photo)



Little Ferry, NJ still has this beautifully kept 1953 Mack L95S engine, 1000gpm, 500gwt. (D. Brett)



First bought by St. Paul, MN, this 1957 Seagrave 75' aerial then went to Luverne, MI. (H. Galloway)





A classic 1961 Seagrave sedan cab engine from Detroit. Engine 9 had a 1000gpm pump and 300gwt. (Ken Buchanan photo)



Another sedan cab, this 1967 Pirsch custom pumper served with Red Wing, MN as Engine 4. It sports a 1250gpm pump and a 300gwt. (Herb Galloway photos)



Lapeer, MI's 1976 Sutphen 95' quint. Unit 161 has a 1250gpm pump and 200 gwt. (Neil McCarten)





Newly delivered Coquitlam Rescue 2 is a 2014 Spartan Gladiator EMFD/SVI 22' heavy rescue.  
(Shane MacKichan photo)



Neighbouring Port Coquitlam received a 2014 Pierce Impel PUC with 1256 gpm pump 440 gallon water and 32gft (Terry Yip photo)



Leduc County, AB 2015 IHC 7400 4x4/Fort Garry Fire 420igpm Darley pump, 2500gwt s/n M613.  
(John Bowerman photo)



## Events: Hamilton Fire Department – A Historical Look Back by John Verbeek

Rising from the ashes of a major fire in the downtown core on November 16, 1832, the Hamilton Fire Department has evolved from a citizen's bucket brigade into a firefighting force of over 750 personnel. Take a look back at those early days starting in 1833 when the first Central Fire Station was constructed to the beginnings of a full time Department on January 14, 1879. Read about several of this City's most devastating fires including the Fisher and McQuesten Foundry fire, the human tragedies at the Moose Hall fire in 1944 and the Wentworth Arms Hotel in 1976 and re-visit one of Hamilton's most notorious fires which occurred in 1997. On a more personal note, read about Hamilton firemen who gave their lives in World War 1 while serving their country and those who died in the line of duty while serving the citizens of Hamilton. This book captures 180 years of history, a story of people, places and events that together tell the story of the Hamilton Fire Department. 567 pages, \$55. For more info or ordering:

<http://www.lulu.com/shop/john-verbeek/hamilton-fire-department-a-historical-look-back/hardcover/product-21951430.html>

Former member and current EMS Deputy Chief in Essex-Windsor, Dean Wilkinson (#279), is retiring after a 47 year stint. A dinner is being held in his honour on June 26 at the Canadian Transport Museum, Kingsville, starting at 18:00. The OFBA congratulates Dean on a long and productive career. For more info, please email: [deansemsretirement@gmail.com](mailto:deansemsretirement@gmail.com)

## The apparatus floor...

The new **Haldimand County** Station 2 in Hagersville opened last month. Also in Haldimand, the new Station 11 is on target to open in July. The old one-bay hall will close, as will Station 10 in Byng. The department is looking at buying three new rescues to replace 2, 4, and 13. It has four bays. **Kaladar-Barrie** also opened a new hall, in Kaladar. The 5,900 sq ft, one story building has two drive through bays. It's located at 11905 Highway 41 in Northbrook. It was built by Taskforce Engineering and Jewell Engineering. **Pelham** replaced Station 3 in North Pelham late last year with a 7,000 sq ft, two bay station which includes training facilities. The address is 2315 Cream St.

In **Toronto**, construction of the new Station 135 (Forest Hill) has commenced on Chaplin Cres., north of Eglinton Ave. The TFS has placed some of the new Emergency One pumpers in service: Shop number 25058 was assigned to Rescue 413 and 25059 to Rescue 425 in February, 25060 to Pump 445 and 25061 went to Pump 315 in March. They are all 2014 Emergency One Typhoon models, with 2000gpm pumps and 500gwt.



The new Station 2 in Hagersville. (Doug Holmes photo)

Corrections: Hamilton Pump 11, depicted in the last issue, was actually a 1983 White Road Expeditor/King product, with 1050gpm pump and 300gwt. The pumper attributed to Jasper, Alberta listed in Vo.44, No. 5 actually went to Jasper, Alabama. The editor regrets any inconvenience these misrepresentations many have caused.





A new addition to the force at CFB Borden. This 2015 IHC 7400 4x4/Fort Garry brush unit has a 132igpm pump, a 1000gwt and a 20ft . (Dave Stewardson photo)



Burlington just put this 2014 Spartan Gladiator/Smeal rearmount in service as Quint 381. It features a 1500gpm pump, 345gwt/, 20ft and 75' aerial. It' also has a FoamPro 2001 FS SN 4320. Below is the BFD's Platoon Chief's vehicle, Car 30, a 2014 Ford F250 (Doug Holmes photos)





# Apparatus Roundup

## ONTARIO

CFB Borden	2015	IHC 7400 4x4/Fort Garry Fire 132igpm/1000gwt/20gft s/n #M577
Burlington Q.381	2014	Spartan Gladiator/Smeal 1750gpm/400gwt/20gft FoamPro 2001 FS SN 4320
Wellesley Twp. P.1	2015	Spartan Metrostar-X Metalfab 1269\800\20A\20B
Sault Ste. Marie Q.4	2014	Spartan Metro Star LFD/Smeal quint 2000gpm/500gwt/75' rearmount
Thunder Bay	2015	Spartan Metro Star MS/Fort Garry 1050igpm(W)/600gwt SN 597
Vaughan E.731	2015	Spartan Metro Star/Smeal 2250gpm(W)/500gwt/40gft Advantix 6 FS SN 4307
Vaughan ER.759	2015	Spartan Metro Star/Smeal 2250gpm(W)/500gwt/40gft Advantix 6 FS SN 4337
Brockville L.3	2015	Rosenbauer Viper 1250gpm/500gwt/78' rearmount
Huron East (Seaforth)		2015 Freightliner M2/DEV medium rescue

## OUT WEST

<b>Salmon Arm, BC</b>	2015	Freightliner M2-106/Hub 1500igpm/800gwt FoamPro 2001 FS
Coquitlam R.	2015	Ford F550/Hub light rescue SN 1180
Coquitlam R. 2	2015	Spartan Gladiator/SVI 750gpm/300gwt/10gftA SN892
Ranchero Deep Creek	2015	Freightliner M2-106/Hub 420igpm(H)/1600gwt SN 1170
<b>Leduc, AB, L-1</b>	2014	Pierce Arrow XT, 2000gpm(W)/300gwt, 30gft, Husky FS Job 27002
Colinton	2015	Dodge 4500/Fort Garry light rescue SN M552
Athabasca Cnty	2015	Freightliner M2-106/Fort Garry 840(D)/1700 SN M611
Sturgeon Cnty	2015	IHC 7400 4x4/Pierce Responder 1250gpm/1000gwt/20gft Husky 3 FS
Fire Boss (8)	2014	Peterbilt 367/Maxi Metal 2000gpm(h)/900gwt/200gft Feecon APH 2 FS
Leduc County	2015	IHC 7400 4x4/Fort Garry Fire 420igpm(D)/2500gwt s/n #M613
<b>Lintlaw, SK</b>	2013	Freightliner M2-106/Fort Garry 1050(H)igpm/800gwt s/n M404 (Stock unit)
<b>Souris, MB E.2</b>	2015	IHC/Terrastar 4x4/Acres 160igpm/300gwt/25gft Waterous CAFS. SN150227127.
Wawnesa U.1	2014	IHC 7400/Acres 1050/1000/25 SN 141121124
St. Clements (Narol)	2015	Freightliner M2-106/Fort Garry 625igpm/2500gwt SN M619
Berens River FN	2014	Freightliner M2-106/Fort Garry 1050igpm/800gwt/25gft s/n M558

## QUEBEC, MARITIMES

<b>Terrebonne, QC</b>	2014	1250gpm(H)/1000gwt/40gft Husky 3 FS
Montreal Command Unit	2015	Pierce Velocity, 22' box, 2 slide outs
Wentworth Nord, QC 502	2015	Ford F150 4x4 off road rescue
Mont Tremblant 523	2014	Freightliner M2-112/Maxi Métal 625igpm/1500gwt
Wentworth Nord	2014	Argo 750 HDI 8x8 amphibious rescue
Joliette U.651	2014	BRIG HD140 rescue boat
St. Apollinaire 222	2014	Spartan Metro Star/Lantz 1050igpm/1600gwt
Saint-Charles-Borromée 901	2015	GMC Sierra light rescue
Grand Bay/Westfield. NB C2	2015	Dodge Ram 2500
<b>Shubenacadie, NS T.121</b>	2015	Freightliner M2-106/Fort Garry 840igpm/1500gwt/25gft SN M555.
Kentville T.21	2015	Freightliner M2-106/Acres 1050igpm/1800gwt SN150220126.
Western Shore P.731	2015	Spartan Metro Star/Lantz 1250gpm/1000gwt









Manitoba Hydro recently took on this 2014 IHC 4400/Acres 1050/1000/25 top-mount pumper for their Keewatinohk Converter Station. SN 141031123.



Also in Manitoba, Steinbach just got a 2014 Spartan Gladiator/Acres pumper. Equipped with an enclosed top-mount pump panel, 1250igpm pump, 700gwt and 30ft Engine 414 bears s/n 141215125.



Pine Creek First Nation in Manitoba recently got this stock unit from Fort Garry on a 2013 Ford F550 4x4 chassis with a 300igpm pump, 300gwt and 10ft. SN M415. (Dave Stewardson photos)



## TORONTO'S FIRST MOTOR PUMPER

By Walt McCall

It was 100 years ago this year that the Toronto Fire Department got its first motor-driven pumper. Built by the Waterous Company of Brantford, Ontario, the gargantuan chain-drive apparatus with rear-mounted 700 gallon-per-minute rotary gear pump was placed into service at Fire Station No. 8 on Bellvue Avenue at College Street in January 1915. Powered by a 101-horsepower six-cylinder gasoline engine, the Waterous *Type 16 Combination Motor-Driven Pumping Engine and Hose Wagon* boasted electric lights and not one, but *two* bells – a conventional locomotive-type bell on the dash and a large gong on the left side of the apparatus, just below the driver's seat. Hard suction hoses were carried over the rear fenders. There was a 25-gallon fuel tank above the front end of the hose box, which carried 1,200 feet of 2-1/2" hose. The pumper, with its tall, horse collar-shaped radiator and long, rounded hood rode on hard rubber tires on wood-spoke wheels. The double-combination carried no ladders or chemical equipment.

The Waterous pumper was by no means Toronto's first motor-driven apparatus. Four years earlier, in 1911, a W.E. Seagrave combination hose and chemical car was placed in service at Station 8. Two more W.E. Seagrave combinations were acquired in 1912. Most significantly, however, delivery of the 1915 Waterous motor pumper marked the beginning of the end of the glorious horse-drawn steam fire engine era in Toronto. Beginning in 1861, the T.F.D. had purchased more than a dozen horse-drawn steam pumpers from four manufacturers – Silsby, Ronald, Amoskeag and Waterous -- the last a pair of Waterous steamers delivered in 1910. The department's last steamer was retired in 1921.

After eight years at Station 8, the Waterous Type 16 was relocated to Station 11 on Rose Avenue in 1923. With the purchase of a large number of triple combination motor pumpers through the 1920s, the old Waterous was retired and reportedly scrapped in the early 1930s.

The Waterous was a uniquely Canadian product. The *Waterous Engine Works Company* was founded in Brantford in 1844. The company started out making steam engines for sawmills and other industrial uses, but in the 1870s introduced a line of highly successful steam fire engines. In 1881 the company opened a Western Canadian office in Winnipeg. A few years later Waterous formed a U.S. subsidiary company in St. Paul, Minnesota. Remarkably, the U.S. company is still in business in St. Paul 181 years later – still one of the world's largest manufacturers of fire apparatus pumps.

The Brantford firm was Canada's largest fire apparatus builder until the arrival of W.E. Seagrave in Walkerville and American-LaFrance in Toronto prior to the First World War. The company delivered its last motor fire apparatus to Brantford in 1918. In its glory years, the Waterous Engine Works built the largest and most powerful steam fire engines ever seen in the Dominion – huge extra first-size 1,200 gallon-per-minute steamers for Montreal and Toronto. The memory of those smoke-belching monsters hauled by a straining three-horse hitch is forever ingrained into Canadian fire service history.

Toronto purchased upwards of 200 motor pumpers since this historic delivery a century ago.



Left: Factory photo of  
Toronto's 1915 Waterous  
Type 16 Pump and Hose Car  
– Walt McCall Collection

Right: The other side of Station  
8's big Waterous. Note rear-  
mounted pump. – Walt McCall  
Collection







Some American fire stations: McKean County, PA Station 2, Smethport, at 109 South Nelson St.



Lackawanna County, PA Station 67 in Hamlin, at 592 Hamlin Way.



Buffalo Engine 28.

(Neil McCarten photos)





Hasbrouck Heights fire covers.. Airport, in part using this 1996 Walter CRT. Unit 605 has a 1500gpm pump, 1500gwt, 180gft and carries 450lbs of Purple K.



This long rig is Elizabeth, NJ Rescue 1, a 2011 Spartan/Crimson heavy rescue.



Berkeley Heights, NJ Squad 1, a 1998 Pierce Dash rescue-pumper, 2000gpm, 750gwt. (Desmond Brett photos)



Trucks of a different colour. Canadian departments tend to be pretty uniform in style, with red or white over red predominating, and a few hold-outs still embracing yellow/lime-green. There has been a welcome trend towards black over red (or navy blue/red in Montreal) and a few still have white, but the rest of the rainbow lacks representation here. South of the order, however, there rigs in almost every hue, though the majority are still red, of course. Here are some examples...



This extra long white over sky blue tanker belongs, appropriately, to White Lake, NY. It's a 2009 Kenworth T800/Midwest combination with a 500gpm pump and 3000gwt. SN 2081. (Midwest Fire photo)



Nesquehoning, PA Hose Co. 1 operates a dark green quint. Truck 1321 is 2013 KME 79' Aerialcat. (KME)



From Deptford Twp., NJ, Engine 931 in black & white. This is a 1997 KME 1750gpm pumper. (KME photo)





This 2013 IHC 4400/KME pumper-tanker is painted black. Mill Spring, NC Engine 22 sports a 1750gpm Hale pump and a 1500gwt. (KME photo)



Paradise, TX owns this big all white 2012 IHC 7400/Midwest pumper-tanker. Tanker 1 has a 1250gpm Darley pump and a 3000gwt. (Midwest Fire photo)



A striking sky blue, right down to the wheels, is Sedgewick, CO's 2005 IHC 7400/Midwest tanker. It's equipped with a 500gpm Hale pump and 2500gwt. (Midwest Fire photo)





This unique apparatus is an aerial platform built by concrete pumper manufacturer Schwing for the Carlstadt, NJ FD. The 115' platform is mounted on a 1997 HME chassis. (Desmond Brett photo)



Another unique rig, Buffalo's former Rescue 1, a 1990 Pierce. (Neil McCarten photo)



Definitely a one-off, this U.S. Army 1975 Mack 6x6 converted to a tanker for Hamlin, PA. Tanker 10 sports a unique paint scheme (Hamlin's rigs are blue but not camo) and has two 750gws. (Neil McCarten photo)





Columbus, OH, operates this 2013 Supphen Monarch/SVI squad as Heavy Rescue 2. (Bertrand Campo)



Grapevine, TX Truck 1 is a 2013 Pierce Dash CF 100' Tower 1500/300 SN#26555 (Bob Rupert photo)



Hackensack, NJ Engine 2.is a 201 Pierce Contender, 1500gpm and 750gwt. (Desmond Brett photo)

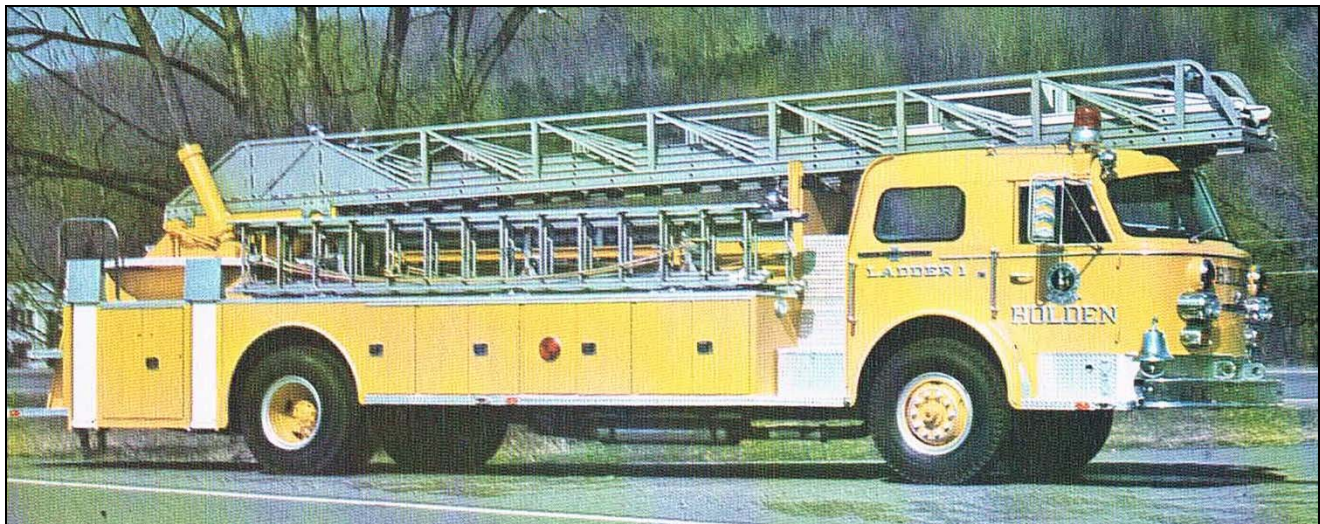
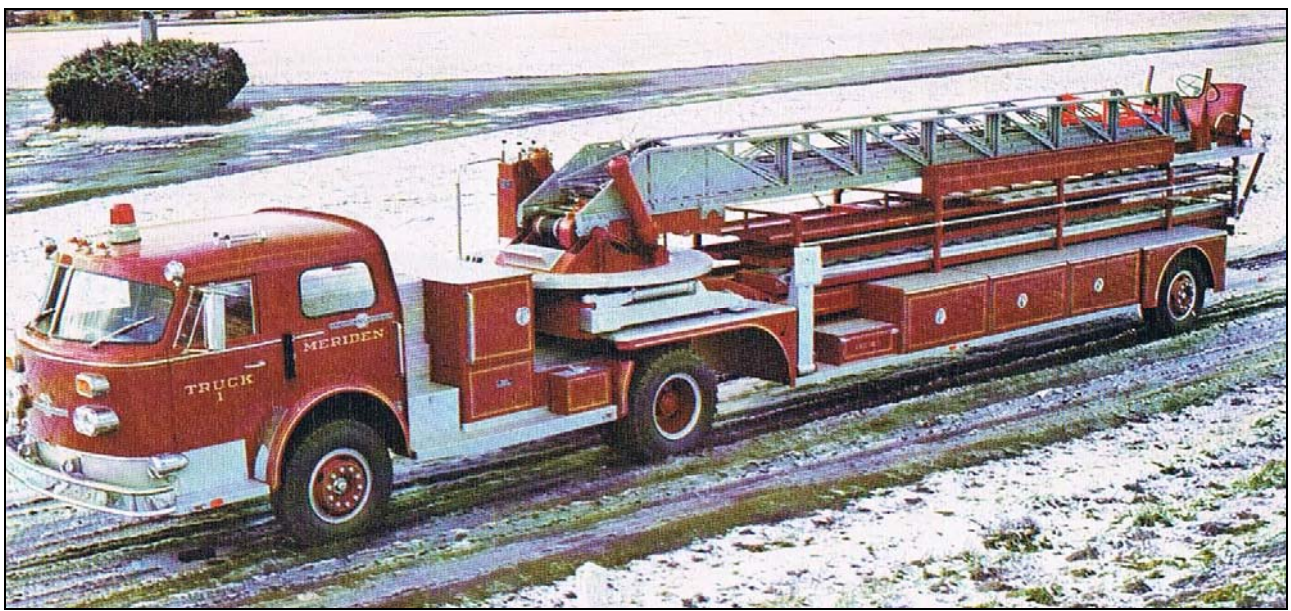




This just in: Bob Rupert, vacationing in Myrtle Beach, SC sent these from the local station in Horry County: Engine 7 is a 2008 Ferrara Intruder, 1500gpm/1000gwt (SN 97389), Tower 7 is a Spartan/Ferrera 104' rearmount quint, 1500gpm/600gwt. (SN 78676)







Three more from the OFBA collection of delivery photos: Meriden, CT Ladder 1, a 100' ALF Century TDA, Shawnee, KS No. 750, a 100' ALF Century Ladder Chief quint, and Holden, MA Ladder 1, another 100' ALF Century Ladder Chief.





Formerly with the Waldorf, MD F&RS Engine 122, this is a 1988 Hahn custom, 1500gpm pump.



Springville, NY Engine 1, a 1990 GMC Top Kick/E-One 1250gpm pump, 1000gwt.



Lackawanna, NY Engine 3, a 1994 Spartan/RD Murray product with a 1500gpm pump and 750gwt. . (Neil McCarten photos)





This edition would not be complete without coverage of our member's most popular U.S. destination and the only U.S. city to host OFBA photo tours. Above is Buffalo Engine 1, a 2006 ALF pumper with a 1500gpm pump, 750gwt and 30gft, shop no. F329, and Ladder 6, a 2005 ALF/LTI tower with a 2000gpm pump and a 100' aerial, shop no. F255. Below is Rescue 1, a 2006 ALF heavy squad, shop no. FR5. Photos from Neil McCarten who took them on the 2008 Tour.







Engine 22, a 1999 Pierce with a 1250gpm pump and 500gwt, s/n 14618 and shop no. F251.



Fire Marshall's investigation rig, a 2007 Ford F550/RVI/Luverne, shop no. F461.



And finally, Ladder 7, a 2007 ALF/LTI 100' tower with 2000gpm pump.





Under threat: fire services everywhere are having to do more with less, with many departments losing companies and stations, in spite of increasing recognition of their importance as first-line responders to almost every type of emergency and to terrorist attacks. Meriden, CT Station 3, above is currently threatened with possible closure or having their rig, a 2010 Seagrave Marauder II (1250gpm/500gwt) downgraded to a fast response vehicle. (Photos and info from Meriden FD)







Cortlandville, NY has a unique, Freightliner Columbia/Rosenbauer rig with a 1250gpm Hale pump and 1900gwt. SN 23600. (Photo credit: Rosenbauer America)



The Silvertown VFD in Ravenswood, WV just received this 2015 IHC 4400/Smeal pumper tanker resplendent in orange. It has a 1250gpm Waterous pump and a 1000gwt. (Smeal photo)



This impressive white over green Rosenbauer Viper 78' aerial belongs to Greenwood, DE. It has a 1500gpm Hale pump and 500gwt. (Photo credit: Rosenbauer America)





The Tri-County Fire Protection District in Richland, MO received this all-black Freightliner M2-106/Midwest pumper in 2009. It sports a 750gpm Hale pump and a 2000gwt SN 2098.



Hamlin, PA Engine 6 in that city's normal livery, a 1988 FMC 1500gpm, 1000gwt.



Lapeer, MI Engine 122, as were all their rigs, in pale yellow. It's a 2006 KME with a 1500gpm pump and 1000gwt. (Neil McCarten photos)





More delivery shots of rigs to be detailed by the local department: topmost is a 2015 Freightliner M2-112/Acres pumper-tanker for Kentville, NS. Tanker 21 has a 1050igpm pump and 1800gwt.



Thunder Bay's newest: a 2015 Spartan Metro Star MS/Fort Garry pump with a 1050igpm Darley pump and 600gwt. SN 597. (Dave Stewardson photos).



This 2015 Freightliner M2-106 4x4/Rosenbauer pumper is one of two units purchased by the Special Areas administration in Alberta. This unit went to Oyen, the other to Consort. Both rigs have a 1050 igpm Darley pump, 850gwt and a 15gft. They also have enclosed, forward facing crew seats behind the cab and inside pump controls. Also FoamPro 2001 foam systems. (Jon Bowerman photo)





Saginaw, MI Station 1, at 801 Federal St., built in 1938.



Buffalo Engine 26 at Tonawanda and Progressive, built in 1884. (Neil McCarten photos).





Late last year, Standard, AB accepted this 2014 Freightliner M2-106/Fort Garry Crusader tanker. It has a 420igpm Hale pump and a 2000gwt. Assigned to Wagon 71, it has s/n M566.



A Christmas present for Field, BC. They took delivery of this 2014 Freightliner M2-106 4x4/Fort Garry pumper early last December. It has a 1050igpm Darley pump, 800gwt and two 20gfts. S/N M592



Marwayne, AB received this 2014 Ford F650/Fort Garry 16' rescue last year, as well. (Dave Stewardson)