

Third Alarm



A Publication of the OFBA

Volume 46, No. 2

March-April 2016



This unusual, new look tanker belongs to Two Hills, AB, Myrnam station. Tender 21 is a Fort Garry product on a 2016 Ford F650 chassis, larger than the F550 but smaller than Ford's commercial trucks. This version has a CET portable pump and a 1350igwt. s/n M701. (Dave Stewardson photo)

Ira Rubin Legendary buff Ira Rubin passed away suddenly on March 2, following his night shift as a dispatcher for the Fire Dept. of Jersey City. A dedicated member of the Jersey City Gong Club, he was an avid historian and collector. Ira travelled the continent, attending a huge number of conventions and trade shows and was a familiar face to most of the buffing fraternity. He was laid to rest on March 6 with a small, graveside ceremony. On the 19th, 500 people attended his memorial service from across North America.

THIRD ALARM

Volume 46 Number 2
March - April 2016

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

**P.O. BOX # 56 Don Mills
DON MILLS ON
CANADA M3C 2R6**

For membership information,
write the above address,
or contact us on the
Internet at:

www.ofba.ca
or
ontariofirebuffs@yahoo.ca

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Please send submissions to:
Des Brett Editor, Third Alarm
48 Glenwood Cres.
Toronto ON Canada M4B 1J6
or E-Mail: desmondbrett@gmail.com

The Editor reserves the right to edit all material
submitted for publication.

EXECUTIVE OFFICERS 2016 – 17

President		Secretary	Treasurer
Robert Rupert 7 Kerfoot Cres. Keswick ON L4P 4B8 Home: (905) 989-0769 boosterline@sympatico.ca		Ken Jansen 35 Park St. Cobourg, ON K9A 2E2 Home: (905) 373-5672 Jansen.ken@gmail.com	James Stronach 128 Milner Downs Cres. Ottawa ON K2M 2S4 Home: (613) 271-9844 Office: (613) 564-7690 stronachsinnottawa@sympatico.ca
Vice President		Membership	Director
David Mollison 256 College St. N. P.O. Box 1039 Durham ON N0G 1R0 Home: (519) 369-5337 davidmollison@yahoo.com		Robert Herscovitch 2206 – 65 Skymark Dr, Toronto ON M2H 3N9 Home: (416) 497-8968 herscovitch@sympatico.ca	Larry Ward 342 Buckingham Rd. Newmarket, ON L3Y 6K5 Home: (905) 898-1305 RoyalFlush@rogers.com
Director	Director	Past President	IFBA Region 10 VP
Desmond Brett 48 Glenwood Cres Toronto ON M4B 1J6 Home: (416) 750-9889 Mobile: (416) 427-9055 desmondbrett@gmail.com	Bob Anderson P.O. Box 1216 Cobourg, ON K9A 5A4 Home: (905) 372-6050 Work: (905) 372-6050 cobourgsafety@eagle.ca	Rick Loiselle 68 – 35 Waterman Ave. London ON N6C 5T5 Home: (519) 636-5257 crownrick154@yahoo.ca	Ian Duke 7 - 12 Albert Ave. Etobicoke ON M8V 2L4 Mobile: (647) 573-4232 ian.c.duke@gmail.com

From the Office of the President

I hope all of you had a Happy St. Patrick's Day and a very Happy and Blessed Easter. In less than a month the 2016 buffing season will kick off with our first photo tour of the year. On May 14 at 0900 hrs. we will gather at Clearview Fire Department's Station 3, 5212 County Road 9, New Lowell as we visit Clearview, Collingwood and Wasaga Beach. The full itinerary can be found elsewhere in this issue of the Third Alarm. Plans are also well underway for the other tours this year.

At the Annual meeting last November the subject of storage and ownership of our antique truck, ex Toronto High Pressure Monitor #2 came to a head and, after much discussion, the membership left the fate of HP2 in the hands of your executive board. As you all know, the OFBA saved the truck back in 1980 when the city was going to sell it and over the years has restored the body to original condition. Storage of the rig though, has always been a problem with it being kept in various places including the Canadian Firefighters Museum in Port Hope. When the new owners of that property told the museum in 2009 that the building was going to be torn down we put out a plea for help which was answered by the members of Box 43 in Hamilton who graciously made room in their quarters for HP2 and made sure it was lovingly looked after. Unfortunately for them, for us and for the preservation of fire apparatus in Ontario, their source of funding was taken away and they were forced to give up their building and most of their vehicle collection. Quietly, High Pressure #2 was moved to a vacant Toronto Fire facility where it had the necessary mechanical repairs carried out by Div. Chief of Mechanics Rob Anselmi but the truck could not be kept hidden forever without some sort of agreement for ownership and storage. The Board of Directors of the OFBA has, therefore, come to the conclusion that the best way to preserve and protect HP2 is to sell it back to the City of Toronto as per the original agreement to purchase dated May 5, 1980 but with a number of conditions;

- the city will maintain the truck in its current or better condition,
- the OFBA will have first right of refusal in the future if the city ever decides to dispose of the truck,
- a plaque will be mounted on the pump panel of the truck stating that it had been restored by the OFBA
- that TFS authorized members of the OFBA will be allowed to operate and display the truck at antique vehicle shows, TFS events showcasing the truck and fire apparatus musters.

The city has agreed to these conditions but the sale has not yet been finalized as we are awaiting an appraisal on the value of the rig which should be completed in the near future. If there are any questions in this regard please do not hesitate in contacting me.

Until next time, take care and good buffing, Bob Rupert

From our Membership Secretary...

I trust that everyone enjoyed our biggest ever Annual Photo Issue, which had a great variety of photos from a number of different countries. Again the quality of the photos was quite exceptional and those of you who receive the electronic version really got a bonus this year – 20 extra pages of coloured pictures. Thanks to Desmond and Kevin for their work in putting together another spectacular issue.

As of the beginning of April, just over eighty per cent of our members have paid their dues. To the other twenty, hopefully this is just an oversight and we hope to hear from you before the printing of the next T/A. And, once again, a special thanks to those of you who have been most generous with your contributions. It appears that a number of members have reported that they have not received their dues notification cards. If this is the case, please notify me by e-mail and I shall be happy to send another one out.

Enclosed with the current issue of The Third Alarm is another sheet of revisions to be made to your copy of the 2013 Membership Roster. In addition to changes to e-mail and postal addresses and phone numbers, it also includes the names of several new members. Please remember to notify us if any of your information is incorrect, as we would like to keep the roster as current as possible. Thanks.

Robert Herscovitch, Membership

From the Editor...

You'll find this edition a bit shorter but with a very long roster, thanks to Ken Walton. We also have another historical installment from Walt McCall and, below, the club calendar which will, we hope, entice you to come out to at least a couple of tours. This time around, the following members took the time to pass along information: Robert Herscovitch, Dave Stewardson, Ken Walton, Doug Holmes, John Witt, Ken Buchanan, John Bowerman and Bob Rupert. Photo credits go to Dependable Emergency Vehicles, Dave Stewardson, Doug Holmes, Bob Rupert, Ken Buchanan, Larry Thorne, John Bowerman, Ken Walton, Gary Dinkel, Ian Duke, Bob Dubbert and Neil McCarten.

Desmond Brett, Editor, Third Alarm

Calendar

Photo tours for 2016: May 14, 2016 Clearview, Collingwood & Wasaga Beach Fire Depts

Clearview Fire Department

0900 hrs. - Station 3 - 5212 County Road 9, New Lowell

1000 hrs. - Station 4 - 7655 County Road 9, Creemore

1100 hrs. - Station 5 - 794055 County Road 124, Singhampton

1200 hrs. - Station 1 - 6993 Highway 26, Stayner

1230 hrs. - Station 6 - 95 Batteaux Rd., Nottawa

Lunch - Collingwood

1330 hrs. - Collingwood Fire Department - 45 High St

1430 hrs. - Wasaga Beach Fire Department - Station 2 - 3050 Mosley St.

1515 hrs. - Station 1 - 966 River Rd. West

June Lucknow, Ripley, Walkerton, Hanover, West Grey

July 9 & 10 Two day tour of Monroe County, NY

August Eastern Northumberland County – Brighton, Trent Hills & Cramahe

September Central Elgin and St. Thomas

October East Gwillimbury, Uxbridge and Scugog

November 5 OFBA Annual Flea Market and Annual General Meeting

2016 IFBA Annual Convention: August 12 to 14, New Orleans, LA

Saturday, April 30 GLIAFAA Swap & Sell, Jackson, MI

<http://www.gliafaa.org/Jackson-Flea-Market.html>

Saturday, June 4 Spencerport VFA Fire Apparatus Muster, Spencerport, NY

<http://spencerportfire.org/>

Saturday, July 30 GLIAFAA Frankenmuth Muster, Frankenmuth, MI

<http://www.gliafaa.org/Frankenmuth-Muster.html>

August 10 to 14 2016 SPAAMFAA Summer Convention & Muster, Middletown, NY

<http://www.spaamfaa.org/event-calendar/>

August 12 to 14 26th Annual WAMBO Show & Parade, Wallaceburg, ON

<http://www.kent.net/wambo/schedule.php>

September 3 & 4 34th Annual St. Thomas Fire Muster Days, St. Thomas, ON

<https://www.facebook.com/FireMusterDays>

September 16 & 17 FireFest V, Chatham, ON

<http://firefest.ca/>

For the most complete list of firematic events available, please go to:

<http://www.cafaa.net/anita/anita.html>

THE ONTARIO FIRE BUFF ASSOCIATES

FINANCIAL STATEMENT

OPENING BALANCE - November 1, 2014

\$9,522.65

REVENUES

Donations	\$199.00
Membership – 2015	\$2,832.00
Membership – 2016	\$91.00
Membership – 2017	\$28.00
Subscriptions to Third Alarm	\$15.00
Meetings – Revenue net refreshment expenses	\$18.20
Meetings – Raffle	\$166.00
Bank Interest – Term Deposit	\$140.38
Foreign Exchange (Gain on US\$)	\$14.97
	<hr/>
	\$3,504.55

EXPENSES

Third Alarm - Printing and Envelopes	\$1,266.08
- Postage	\$663.34
2HP - Insurance	\$205.00
- 2 Year License Plate Renewal	\$36.00
General Printing of notices, photo tours & roster	\$13.56
Sundries - Membership IFBA	\$50.00
- P.O. Box and Sundry Postage	\$275.95
- Bank Charges	\$78.60
- Advertising Expense – Flea Market	\$41.10
Plaque Engraving	\$16.95
	<hr/>
	\$2,646.58

CLOSING BALANCE - October 31, 2015

\$10,380.62

Dated – April 2, 2016

J.A. Stronach
Treasurer



Leduc County, AB just took delivery of this 2016 Spartan Metro Star/Fort Garry pumper for New Sarepta. Pumper 12 has a 1050igpm Darley pump, 1000gwt, 10gft(A) and 25gft(B), s/n 698. An identical truck went to Thorsby, numbered Pumper 10, sn 699. (Dave Stewardson photo)



This month, Stettler, AB got a 2016 Pierce Velocity pumper with a 1250igpm Pierce pump, 625gwt, 15gft(A) and 25gft(B) with a Husky 12 foam system for E. 12. sn 29003 (John Bowerman photo)



All four of the 2015 Spartan Gladiator/Smeal quints delivered by Safetek last year are now in service. Aerials 226, 345 (above), 421 and 441 have a 1750 igpm pumps, 500gwt and 105' aerial.

The Apparatus Floor...

Corrections: The 1950 Mack that appeared on the front cover, as Walt McCall pointed out, is an LS, not a B-model (Minoa had one of each, both green). The photo of Hamilton L9 is the new rig, not the old one and Dofasco P.1 has an 800gwt, not 500. The brush rig delivered to Warman, SK was built by Acres, not Fort Garry. This marks a new foray for the Manitoba company, to compete with the highly successful Blanchat rigs which have been showing up in Saskatchewan in large numbers. And a clarification: the DND range trucks being delivered over the past few years have been labeled with two different pump capacities, even though the machines are identical. The larger number, 229igpm, is achieved when pumping from a hydrant, as most pumpers are tested. The smaller number, 132igpm, is the delivery when drafting or from the tank, which these rigs would normally be doing out on the range. (Thanks to Dave Stewardson for the last two points).

Barrie Examiner reporting that the city of **Orillia** has sold their old Fire Station 1 on West St. to Simcoe County who will be using it as the Orillia Base for their Paramedic Services. No dollar amount given for the sale which closed at the end of March. **Norfolk** put a 2016 Dodge Ram pickup into service as Car 3 for the Assistant Deputy, replacing Car 4. Car 4 will now be used at Station 10 to pull the Forestry Trailer. With the new Car 2 in service, a 2015 Dodge pick-up, old Car 2 has moved to Station 9 to replace the water rescue. **Moncton**, is building a new three-bay Station 1 at 50 Caledonia Rd, in the Caledonia Industrial Park, and also has a new pump on order. **Toronto** has placed the remaining 2015 Spartan/Smeal quints into service in Stations 421 and 441. The latest pumper replacement contract has been awarded to Spartan ERV through Dependable Emergency Vehicles. They will be very similar to the previous batch of Spartan ERV pumps and the initial order, for 2016, is 14 units. An option for another 16 for delivery in 2017 and 2018 is pending. The city has also had plans drawn up for new stations in Downsview Park (stn.144) and at Rexdale Blvd. & Queens Plate Dr. (stn.414) and has called for tenders. The Downsview hall will be two stories and 20,000 sq ft., Thomas Brown Architects, Jill Stagg completed the plans and start of construction is anticipated this month.

The town of **Rosemere, QC** has closed its part-time fire department as of March 7 and signed a 20-year agreement with neighbouring Blainville for full-time fire protection. The 39 part-time firefighters and three support staff Rosemere are being laid off. In **Kawartha Lakes**, the full time crews at Omeemee and Bobcaygeon are being transferred to Lindsay, with two positions eliminated.

Quinte West has sold their 1979 Duplex/Van Pelt/LTI tower privately, somewhere in Southwestern Ontario. The rig originally served in Gardena, CA and has a 1250gpm pump and 250gwt.

The Ministry of Natural Resources is building a really big fire station in **North Bay**. A consolidation of the North Bay Fire Management Headquarters will see the various facilities moved to one complex at North Bay Airport. It will have quarters for fire management support staff and seven Fire Ranger Crews, headquarters for warehouse, aerial operations and crew alert areas, and dedicated aircraft parking for up to two CL-415 water bombers, two bird-dog planes and two helicopters. Slated to cost \$9.5 million, construction of the project begins this month. Orillia's old Station 1, downtown, has been sold by the city to Simcoe County, and will be converted to be a base for the paramedic services.

More industry news: John Witt from Safetek reports that Smeal has partnered with GIMAEX from France for their complete line of Articulating Telescopic Platforms (similar to the Bronto and Rosenbauer T Rex) as well as their European style Aerial Ladders to compete with the Rosenbauer Raptor. REV Group just announced the acquisition of Kovatch Mobile Equipment (KME).REV Group already owns E-One and several ambulance manufacturers.

Congratulations to member and contributor Bob Dubbert who has just retired from Vancouver Fire on March 12. He has now joined the legions of retired people who are busier than ever, he can now manage Fire Trucks Without Borders full time! Best of luck, Bob, from the OFBA Executive and Third Alarm Staff.



Brantford Rescue Pump 1 is a 2015 Spartan Metro Star/Smeal rig with a 1750gpm Waterous pump, 650gwt and a FoamPro 2001 foam system. s/o 4419. Photo credit: Safetek)



Moosonee, ON now has this 2016 Freightliner M2-106/Fort Garry pump. Pumper 2 has a 1050igpm Hale pump, 800gwt and 25gft(B). It bears job number M745. (Dave Stewardson photo)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

St. Clair Twp.	(2)	2015	Rosenbauer T-Rex 2000gpm(H)/300gwt/115' tower s/n 83627, 83847
Perth East (Milverton)		2015	Rosenbauer Commander/Viper 78' rearmount quint
Brantford	RP.1	2015	Spartan Metro Star/Smeal 1750gpm(W)/650gwt/FoamPro 2001 FS s/o 4419
Sault Ste. Marie	P.1	2015	Spartan Metro Star/Smeal 1750gpm(H)/1000gwt s/o 4466
Milton	P.11	2015	KME Predator Panther/Challenger 1250igpm/625gwt/20gft s/o 9656
Pickering		2015	Spartan Metro Star/Smeal 1500gpm(W)/500gwt/20gft FoamPro 2002 FS s/o 4394
Toronto	S.232	2016	Spartan Gladiator Classic/Dependable heavy rescue
Toronto	S.445	2016	Spartan Gladiator Classic/Dependable heavy rescue
Toronto	A.331	2015	Emergency One Typhoon 100' rearmount
Plympton-Wyoming	R.4	2016	Rosenbauer Commander EXT heavy rescue* s/n 44012
Minto		2004	American LaFrance 1250gpm/250gwt/110' ex-Clackamas Fire District No. 1, OR
Mississauga	C.109	2015	Chevrolet Tahoe/Leslie Emergency Vehicles
Moosonee	P.2	2016	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt/25gft(B) s/n M745
Brampton	C.235	2016	Dodge Ram 1500/shops fire investigation unit
Kenora	R.1	2016	Freightliner M2-106/Fort Garry heavy rescue s/n M695
Sagamok Anishnawbek FN		2016	IHC 4400/Fort Garry 1050igpm(H)/1000gwt/25gft(B) s/n M691

OUT WEST

Klondike Valley, YT		2016	Freightliner M2-106/Fort Garry 1050igpm(D)/1000gwt/ s/n M717
Blue River, BC	E.1	2015	Freightliner M2-106/Hub 1050igpm/900gwt FoamPro 1600 FS s/o 1196
Cowichan Bay		2015	Spartan Metro Star/Smeal 2250gpm(W)/700gwt/FoamPro 2002 FS s/o 4493
West Kelowna	T.32	2015	Freightliner M2-112/Smeal 1500gpm(W)/2000gwt Advantus 6 FS SO 4436
Vancouver	TR.9	2016	Spartan/SVI heavy rescue
North Vancouver Dist.	E.3	2016	Pierce Arrow XT 1750igpm/330gwt/25gft 28956-1
North Vancouver Dist.	E.4	2016	Pierce Arrow XT 1750igpm/330gwt/25gft 28956-2
Vernon		2016	Freightliner M2-106/ Fort Garry 625igpm(H)/1700gwt s/n M697
Maple Bay		2016	Ford F550 4x4/Hub 210igpm/250gwt/CAFS S/N1198
North Saanich	BC.1	2016	Chevrolet Silverado 3500HD
Saanich	E.2	2015	Spartan Gladiator/Smeal 1500igpm(W)/700gwt/50gft Advantus 6 FS s/n 514211
Penticton	201	2016	Freightliner M2-106/Hub medium rescue
Coquitlam	E.1 to 4	2016	Pierce Enforcer 1750igpm(W)/500gwt/50gft/Hercules CAFS/Husky 12 FS
North Cedar		2015	Spartan Metro Star/Hub 1500gpm(W)/900gwt/20gft/120sp CAFS Advantus 6 FS
Colwood	Pipeline 1	2016	Ford F650/shops
Merritt	E. 1	2016	Spartan Metro Star LFD/Hub 1750gpm/800 s/o 1194
High River, AB	E.42	2016	Pierce Velocity PUC 1500gpm(H)/750gwt/Husky 12 FS s/n 29027
Two Hills (Myrnam)	T.21	2016	Ford F650/Fort Garry PP(CET)/1350igwt s/n M701
Bonnyville	T.93	2016	Freightliner M2-106/Fort Garry 420igpm(H)/1500gwt s/n M643 (Cold Lake)
High Level		2016	Pierce Ascendant 1500gpm/500gwt/107' quint
Slave Lake	S.161	2013	Spartan Metro Star/Acres 1250igpm/800gwt/25gft s/n 130719106 (Demo)
Fort Chipewyan		2016	Freightliner M2-106/Fort Garry1050igpm(D)/900gwt/20gft s/n M693
Edson		2016	Freightliner M2-106/Pierce tanker 500gpm/3000gwt Husky 3 FS
Parkland Cnty	T.5	2016	Sutphen Monarch SP112 3500gpm/112' tower
Grand Prairie		2016	Freightliner M2-106/Pierce tanker 500gpm/3000gwt
Turner Valley	E.2	2016	Rosenbauer Commander 1250gpm/750gwt/20gft Foampro 2001 FS s/n 16593
Foothills (De Winton)	E.9	2016	Rosenbauer Commander 1250gpm/750gwt/20gft Foampro 2001 FS s/n 25501
Banff	P.62	2016	Freightliner M2-106/Fort Garry1250igpm(W)/750gwt/2x25gft s/n M646
Stettler	E.12	2016	Pierce Velocity 1250igpm(P)/625gwt/15gft(A)/25gft(B)/Husky 12 FS sn 29003
CFB Wainwright	T.12	2016	IHC 7400 6x6/Fort Garry 420igpm(D)/3000gwt s/n M721
CFB Suffield	1W	2016	IHC 7400 6x6/Fort Garry 420igpm(D)/3000gwt s/n M722
CFB Suffield	2W	2016	IHC 7400 6x6/Fort Garry 420igpm(D)/3000gwt s/n M723
Leduc County	P.10	2016	Spartan Metro Star/Fort Garry 1050igpm(D)/1000gwt/10gft(A)/25gft(B) s/n 699
Leduc County	P.12	2016	Spartan Metro Star/Fort Garry 1050igpm(D)/1000gwt/10gft(A)/25gft(B) s/n 698
Siksika FN		2016	Freightliner 108SD/Fort Garry Crusader 625igpm(H)/2500gwt s/n 711
Martensville, SK	T.20	2016	IHC 7400 6x4/Acres 840igpm(W)/2500gwt s/n 160224136
Craik & District		2016	Ford F550 4x4/Acres brush unit
Morrin-Starland		2016	Freightliner M2-106/Fort Garry1050igpm(D)/1000gwt/25gft(B) s/n M650
Winnipeg, MB	T.1	2016	E-One HP100 100' tower S/O 139705
MB Hydro (Dorsey/Riel)		2015	Freightliner M2-106/Fort Garry Duster1050igpm(D)/800gwt/25gft(B) s/n M576
St. Clements	P.5	2016	Freightliner M2-106/Fort Garry1050igpm(D)/1000gwt/25gft s/n M740

QUEBEC & THE MARITIMES

Quebec City	(3)	2015	Rosenbauer Commander/Viper 1750igpm/300gwt/100' rearmount
Jean Lesage Airport	R.2	2016	Oshkosh Striker 3000 6x6 ARFF 3000gwt/420gft/500 lbs DC/65' Snuzzle
Levis	902	2016	Chevrolet Silverado 2500HD utility
Entrelacs	925	2016	Ford F-350 4x4 XLT/Shop built first responder unit
Saint-Édouard	731	2015	Freightliner M2-106/Maxi Métal 420igpm/2500gwt
Fermont	312	2016	Freightliner M2-106/Maxi Métal 1050igpm(H)/1400gwt/40gft/CAFS
Sainte-Thérèse	952	2016	Ford F150/shops utility
Sainte-Thérèse	952	2016	Ford F150/Heloc light rescue
Farnham		2016	Freightliner M2-106/Rosenbauer FX heavy rescue s/n 42190
Aluminerie de Bécancour	102	2016	Ford E-450/Maxi Métal walk-in heavy rescue
Aluminerie de Bécancour	202	2016	Freightliner M2-106/Maxi Métal1050igpm(H)/500gwt/500lbsdry chem
Saint-Charles-Borromée	902	2015	GMC Sierra 1500 light rescue
Kedgwick, NB		2016	Spartan Metro Star/Maxi Métal walk-in rescue
Thorburn & Dist.,NS	T.18	2015	Freightliner M2-106/Metalfab 420igpm/1500gwt
Uniacke	S.303	2016	Freightliner M2-106/Lantz heavy rescue
Tatamagouche	T.3	2016	Freightliner M2-106/Metalfab 1250igpm/2000gwt
Bear River	E.6	2016	Freightliner M2-106/Metalfab pumper 1250gpm/1000gwt/30gft



Coquitlam, BC has purchased four of these 2016 Pierce Enforcer pumpers. Each has a 1750 igpm Waterous pump, 500gwt, 50gft, Hercules CAFS and a Husky 12 FS. So 29235 (John Bowerman)



Warman, SK Brush15 is a 2016 Ford F550 4x4/Acres 229igpm Waterous pump, 400gwt and 20gft. It's equipped with an Aquis 1.5 foam system, s/n 160115135. (Dave Stewardson photo)



Martensville, SK just purchased a 2016 IHC 7400 6x4/Acres pumper-tanker with an 840igpm Waterous pump and a 2500gwt. Tanker 20 has serial number 160224136. (Dave Stewardson)



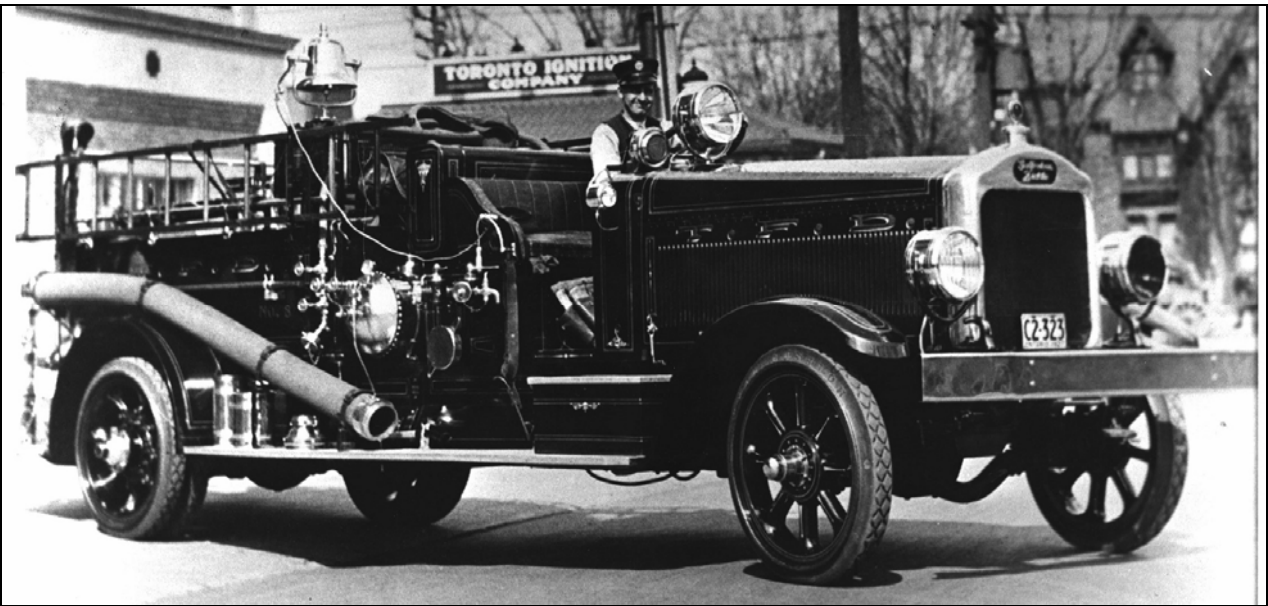
Manitoba Hydro just got this 2015 Freightliner M2-106/Fort Garry Duster pumper with a 1050igpm Darley pump, 800gwt and 25gft(B) for their Dorsey/Riel station. s/n M576. (Dave Stewardson photo)



Quebec City now has three of these 2015 Rosenbauer Viper quints on Commander 4000 chassis. Each rig came with a 1750igpm pump, 300gwt and 100' aerial. (AeroFeu photo)



Fermont 312 is a 2016 Freightliner M2-106/Maxi Métal pumper with a 1050igpm Hale pump, 1400gwt, 40gft and CAFS. (Maxi Métal photo)



Pumper 8, a 1927 Gottfredson-Bickle photographed in 1932. (Walt McCall Collection)



Pumper 30's 1927 Gottfredson-Bickle pumper in 1954. (Alan Craig Collection)



The 1928 Gottfredson-Bickle City Service Ladder Truck. (Walt McCall Collection)

HISTORICALLY SPEAKING; TORONTO'S GOTFREDSON-BICKLES

By Walt McCall

In 1926, Bickle Fire Engines Ltd. of Woodstock, Ontario entered into an arrangement with the Gotfredson Corporation of Walkerville (now part of Windsor) to mount Bickle fire apparatus bodies and equipment on medium and heavy-duty Gotfredson truck chassis made in the Gotfredson plant. More than 30 Gotfredson-Bickle pumpers, combination hose trucks, city service ladder trucks and quads with their distinctive cast aluminum radiators were built in the Woodstock plant between 1926 and 1928. The Toronto Fire Department purchased more Gotfredson-Bickles than any other city – six in all -- in 1927 and 1928.

On November 16, 1926, the City of Toronto issued a purchase order for five Gotfredson-Bickle triple combination pumpers at a contract price of \$5,134 each, or \$25,670 in all. Powered by 145-horsepower *Sterling Chevron* six-cylinder engines, the pumpers were equipped with 800 Imperial gpm Bickle rotary gear pumps and 40-gallon soda and acid chemical tanks and rode on hard rubber tires on cast steel spoke wheels. Delivered in February and March of 1927, the pumpers underwent their acceptance tests on Toronto's waterfront before being assigned to fire stations. Prior to the T.F.D.'s revised numbering system that numbered the apparatus for the halls they were in, the Gotfredson-Bickle pumpers were numbered Engines 8, 9, 10, 13 and 126. Their original assignments were to Stations 9, 22, 24, 25 and 26.

But there were problems under those high, impressively long Gotfredson hoods. By 1933 no fewer than 19 of the Sterling Chevron crankshafts had broken. By 1935 all five pumpers were repowered with six-cylinder Waukesha RB engines. The Gotfredsons' hard rubber tires were replaced with pneumatics in the mid-1930s, and windshields installed by the Ordnance St. shops.

A 1940 Toronto Fire Department apparatus roster shows four of the Gotfredson-Bickles in front-line service as Pumpers 22, 24, 26 and 31, and a decade later, in 1950, still running as Pumpers 24, 26, 30 and 31. All of the 1927 Gotfredson-Bickle pumpers were eventually replaced by new American-LaFrance 700 Series pumpers, starting with Pumper No. 9 and Pumper No. 22 in 1949. Last to go was Pumper No. 30 in 1954. None, unfortunately, escaped the scrapyards' torch. But despite the earlier motor problems the Gotfredson-Bickle pumpers were in active service from 22 to 27 years.

In 1928 Toronto took delivery of a Gotfredson-Bickle city service ladder truck. Like the pumpers purchased the previous year, the big double-bank ladder truck rode on solid tires and had no windshield. Lettered No. 3 under the old numbering system, the Gotfredson ladder truck was placed into service at Fire Station No. 28 on Montgomery Ave. In 1931 it was moved to the new Station 34 on Yonge St. at Wanless Ave. The Gotfredson was later reassigned to Station 8 on Bellvue Ave. at College St. where it ran as H&L #8 until it was replaced by a new ALF 700 Series 100-foot aerial in 1956. Gotfredson's American parent company failed in 1928 and the Canadian subsidiary plant in Walkerville ceased truck production. The last Gotfredson-Bickle was a pumper delivered to Kingsville (which still owns it today) in late 1928. Ironically, the former Gotfredson plant on Walker Road in Windsor was destroyed in a spectacular fire the night of July 30, 1985.



Lost: this 1948 Ahrens Fox pumper, formerly from Berkeley Heights, NJ, last seen in south west Ontario in 1997. The BHFD would like to get their old rig back and restore it. If you have any info on where it is now, please contact Ken Buchanan directly or care of the Third Alarm. (Ken Buchanan photo)



This 1947 ALF 700 pumper from Kenyon, MN now resides in Langley, BC., in the Brian Beard Collection. Also in the group is this 1924 ALF Type 38 from Port Henry, NY 600gpm, 60g chem. (Terry Yip photos)



OTTAWA FIRE DEPARTMENT ROSTER April 1, 2016 by Ken Walton

Headquarters – 1445 Carling Avenue

C1 2010 Dodge Charger, Fire Chief
C2 Deputy Fire Chief, Operations and Special Operations
C2B Assistant Deputy Chief, Urban Operations C2D Assistant Deputy Chief, Special Operations
C2C Assistant Deputy Chief, Rural Operations and Communications
C3 Deputy Fire Chief, Community Standards, Education, Asset Management and Safety
C3B Assistant Deputy Chief, Asset Management
C3D Assistant Deputy Chief, Prevention and Community Standards
C6 Platoon Chief C7 Program Manager, Special Operations
C8 Division Chief of Safety and Innovation
PIO Chevrolet Venture, Public Information Officer, C1-0779

Central Fire Prevention Office - 1445 Carling Avenue

Inv 1 2014 Mercedes Sprinter, Investigations unit, C3-14346
Inv 2 2014 Mercedes Sprinter, Investigations unit, C3-14347

Western Fire Prevention Office – 101 Centrepoint Road

Eastern Fire Prevention Office – 655 Shefford Road

Training Centre – 898 Industrial Avenue

TP1 2015 KME Severe Service 1250/600/20, 74-15301
TP2 2002 HME 1871P/Fort Garry 1250/500, training pump, 74-0526
TL1 2002 E-One Cyclone 1750/300/100 foot aerial, 76-0519
Van 1 2014 Chevrolet van, C3-14007
Van 2 2014 Chevrolet van, C3-14008
Squad 2013 Chevrolet 2500 crewcab pickup, 4x4, B3-3577

Fleet Repairs – 3210 Swansea Avenue

Mech 1 2014 Mercedes Sprinter, C4-D566
Mech 2 2014 Mercedes Sprinter, C4-D567
Mech 3 2014 Mercedes Sprinter, C4-D568

Station 11 – 135 Preston Street, Water Rescue (career station)

P11A 2013 KME Severe Service 1250/600/20, 74-D066
P11B 2010 Spartan Metrostar/Carl Thibault 1250/500, 74-5104
L11 2009 Spartan Gladiator/Carl Thibault 1750/300/104 foot RK platform, 75-B087
WR11 2013 Ford F250 pickup, water rescue unit, B3-C910
Car 10 2012 Chevrolet Tahoe, Central District Chief, B2-B304

Station 12 – 635 O'Connor Street, Technical Rescue (career station)

P12 2010 Spartan Metrostar/Carl Thibault 1250/500, 74-5105
R12 2010 Spartan Metrostar/Eastway heavy rescue, 71-B357
TR12 2009 GMC C5500 technical rescue unit, C6-3221

Station 13 – 530 King Edward Avenue (career station)

P13A 2015 KME Severe Service 1250/600/20, rescue pumper, 74-15300
P13B 2007 Spartan Metrostar/Carl Thibault 1250/500, 74-0552
L13 2003 E-One Cyclone 1750/300/100 foot aerial, 76-0534

Station 21 – 1300 Woodroffe Avenue, Hazmat (career station)

P21 2013 KME Severe Service 1250/600/20, 74-D064
HM21 1994 Freightliner FL80/Almonte hazmat unit, 71-2900
HMS21 2002 GMC 3500/PK Bodies hazmat support unit, C5-0704

Station 22 –1397 Richmond Road, Water Rescue (career station)

P22 2015 KME Severe Service 1250/600/20, 74-15296

L22 2003 E-One Cyclone 1750/300/95 foot platform, 75-0531

WR22 2013 Ford F250 pickup, water rescue unit, B3-D473

Station 23 – 1443 Carling Avenue (career station)

P23 2015 KME Severe Service 1250/600/20, rescue-pumper, 74-15293

L23 2008 Spartan Gladiator/Carl Thibault 1750/300/104 foot RK platform, 75-0575

C20 2013 Chevrolet Tahoe, Western District Chief, B2-C882

SFTY23 2013 Chevrolet Tahoe, Safety Officer, B2-C885

C6 2012 Chevrolet Tahoe, Platoon Chief, B3-B305

ST23 2012 Dodge 5500 dump truck, service truck, B5-B078

M1 Chevrolet 3500 cubevan, maintenance division, C4-0797 M2 Ford E350 cubevan, maintenance, C4-1437

M3 Ford E350 cubevan, maintenance division, C5-6241 M4 IHC 4300/Mutli Vans, maintenance, C6-D260R

Station 24 – 230 Viewmount Drive, Hazmat (career station)

P24 2015 KME Severe Service 1250/600/20, 74-15299

L24 2003 E-One Cyclone 1750/300/95 foot platform, 75-0532

HM24 2015 Spartan/EVI hazardous materials truck, 71-15424

IHAT24 2006 Ford E350/Crestline Initial Hazard Assessment Team, 71-5110

Station 25 – 60 Knoxdale Avenue (career station)

P25 2005 Spartan Metrostar/Carl Thibault 1250/500, rescue pumper, 74-0535

FT25 2007 International 7400 platform on demand unit, 73-0556

FP25 Foam POD, FP-0229

Station 31 –3255 Conroy Road (career station)

P31 2009 Spartan Metrostar/Carl Thibault 1250/500, 74-0578

C30 2013 Chevrolet Tahoe, Southern District Chief, B2-C878

R/P31 2002 HME 1981P/Fort Garry 1250/500, 74-0500 (reserve)

R/L31 2006 Spartan Gladiator/Carl Thibault 1750/300/109 foot RK, 76-0547 (reserve)

Station 32 –3202 Leitrim Road (career station)

PT32 2008 Spartan Gladiator/Carl Thibault 1250/2500, rescue pumper, 79-0576

Station 33 –3336 McCarthy Road (career station)

P33 2009 Spartan Metrostar/Carl Thibault 1250/500, 74-0571

L33 2008 Spartan Gladiator/Carl Thibault 1750/300/104 foot RK platform, 75-0565

R/L33 2009 Spartan Gladiator/Carl Thibault 1750/300/104 foot RK platform, 75-0573 (reserve)

Station 34 –700 Brookfield Road (career station)

P34 2006 Spartan Metrostar/Carl Thibault 1250/500, rescue-pumper, 74-0545

RP34 2002 HME 1871P/Fort Garry 1250/500, 74-0502 (reserve)

Station 35 – 2355 Alta Vista Drive (career station)

P35 2015 KME Severe Service 1250/600/20, 74-15294

L35 2002 E-One Cyclone 1750/300/95 foot platform, 75-0520

Station 36 – 900 Industrial Avenue (career station)

P36 2013 KME Severe Service 1250/600/20, 74-D059

Station 37 – 910 Earl Armstrong Road, Water Rescue (career station)

P37 2009 Spartan Metostar/Carl Thibault 1250/500. Rescue pumper, 74-0572

L37 2008 Spartan Gladiator/Carl Thibault 1750/300/104 foot platform, 75-0574

WR37 2013 Ford F250, water rescue unit, B3-D472

Station 41 – 380 Eagleson Road (composite station)

P41 2015 KME Severe Service 1250/600/20, 74-15298
PT41 2008 Spartan Gladiator/Carl Thibault 1250/2500, 79-0563
C40 2013 Chevrolet Tahoe, Deep West District Chief, B2-C880
S41 2013 Ford E350 van, C3-0796

Station 42 – 1021 Teron Road (career station)

P42 2013 KME Severe Service 1250/600/20, 74-D069
L42 2003 E-One Cyclone 1750/300/100 foot aerial, 76-0533

Station 43 – 3845 Richmond Road, Technical Rescue (career station)

PT43 2007 Spartan Gladiator/Carl Thibault 1250/2500, 79-0555
R43 2010 Spartan Metrostar/Eastway heavy rescue, 71-B358
TR43 2014 GMC 3500 cubevan, technical rescue unit, C5-D017

Station 44 – 1075 Greenbank Road, Collapse Rescue (career station)

P44 2008 Spartan Metrostar/Carl Thibault 1250/500, rescue pumper, 74-0569
RP44 2005 Spartan Metrostar/Carl Thibault 1250/500, 74-0536 (reserve)
RL44 2009 Spartan Gladiator/Carl Thibault 1750/300/104 foot platform, 75-B086 (reserve)

Station 45 – 1040 Riddell Drive (composite station)

SU45 2005 GMC/Summit 500/300/CAFS, 7A-0546
T45 1996 Freightliner FL80/Almonte 1050/2500, 79-0887
S45 2008 Chevrolet van, C3-0784

Station 46 – 34 Iber Road (composite station)

P46 2015 KME Severe Service 1250/600/20, rescue pumper, 74-15302
PT46 2010 Spartan Gladiator/Carl Thibault 1250/2500, 79-5103
CMD46 2009 Spartan Gladiator/2013 Eastway command post, 54-14005

Station 47 – 3559 Greenbank Road, Collapse Rescue (career station)

P47 2013 KME Severe Service 1250/600/20, 74-D062
L47 2006 Spartan Gladiator/Carl Thibault 1750/300/109 foot RK aerial, 76-0548
POD47 2012 Freightliner FL112 platform on demand unit, 73-B184

Station 51 – 900 Montreal Road (career station)

P51 2015 KME Severe Service 1250/600/20, 74-15297
L51 2008 E-One Cyclone/1750/300/135 foot Bronto elevating platform, 75-5107
C50 2013 Chevrolet Tahoe, Eastern District Chief, B2-C885
RP51 2003 HME 1871P/Fort Garry 1250/500, 74-0525 (reserve)

Station 52 – 6213 Jeanne D'arc Boulevard (career station)

P52 2015 KME Severe Service 1250/600/20, rescue-pumper, 74-15295
RP52 2002 HME 1871P/Fort Garry 1250/500, 74-0508 (reserve)

Station 53 – 500 Charlemagne Boulevard, Water Rescue (composite station)

P53 2013 KME Severe Service 1250/600/20, 74-D068
L53 2008 Spartan Gladiator/Carl Thibault 1750/300/104 RK platform, 75-0566
R53 2009 Spartan Metrostar/Eastway heavy rescue, 71-5106
PT53 2010 Spartan Gladiator/Carl Thibault 1250/2500, 79-5102
WR53 2013 Ford F250, water rescue unit, B3-D471
S53 2013 Chevrolet 3500 pickup, B3-3579

Station 54 – 3080 Innes Road (career station)

P54 2015 KME Severe Service 1250/600/20, 74-15304
L54 2008 Spartan Gladiator/Carl Thibault 1750/300/109 foot RK aerial, 76-0564

AT54 2006 Ford F350/PK Bodies air tender, C5-3170
RHB542006 Ford F650/PK Bodies rehab, 73-0755

Station 55 – 1700 Blair Road (career station)

P55 2007 Spartan Metrostar/Carl Thibault 1250/500, rescue pumper, 74-0553

Station 56 – 275 Coventry Road (career station)

P56 2005 Spartan Metrostar/Carl Thibault 1250/500, rescue pumper, 74-0543

Station 57 – 220 Beechwood Avenue (career station)

P57 2013 KME Severe Service 1250/600/20, 74-D060

L57 2007 Spartan Gladiator/Carl Thibault 1750/300/109 foot RK aerial, 76-0549

Station 61 – 3150 Kinburn Side Road, Kinburn (volunteer station)

PT61 2007 Spartan Gladiator/Carl Thibault 1250/2500, rescue pumper, 79-0551

L61 2003 E-One Cyclone 1750/300/75 foot aerial, 76-0518

S61 2011 Chevrolet Uplander, C1-0775

C60 2012 Chevrolet Tahoe, Northwest Rural Sector Chief, B2-B305

RP61 2003 HME 1871P/Fort Garry 1250/500, 74-0522 (reserve)

Fire Station 62 – 6900 Harbour Street, Fitzroy Harbour, Water Rescue (volunteer station)

P62 2007 Spartan Advantage/RD Murray 1250/500, rescue pumper, 74-0557

T62 2007 International 7400/Carl Thibault 1250/2500, 79-0560

WR62 2013 Ford F250, water rescue unit, B3-D470

Fire Station 63 – 341 Bayview Drive, Constance Bay (volunteer station)

PT63 2004 Spartan Gladiator/Carl Thibault 1250/2500, rescue pumper, 79-0528

T63 2001 Freightliner FL80/Almonte 1050/2500, 79-1002

BT63 2003 Ford 200/200/20 brush unit, B5-0708

ATV63 2003 Polaris 6x6

Fire Station 64 – 475 Donald B. Munro Drive, Carp (volunteer station)

P64 2005 Spartan Metrostar/Carl Thibault 1250/500, rescue pumper, 74-0537

T64 2001 Freightliner FL80/Almonte 1050/2500, 79-1001

R64 2007 Spartan Metrostar/Eastway heavy rescue, 71-0558

Fire Station 66 – 3285 Dunrobin Road, Dunrobin (volunteer station)

P66 2013 KME Severe Service 1250/600, rescue pumper, 74-D061

T66 2005 International 7400/Carl Thibault 1250/2500, 79-0538

Fire Station 71 – 1246 Colonial Road, Navan (volunteer station)

P71 2015 KME Severe Service 1250/600/20, rescue pumper 74-15303

T71 2005 International 7400/Carl Thibault 1250/2500, 79-0540

BT71 2003 Ford 200/200/20 brush unit, B5-0709

C70 2012 Chevrolet Tahoe, Eastern Rural Sector Chief, B2-C879

Fire Station 72 – 2445 Old Montreal Road, Cumberland (volunteer station)

P72 2013 KME Severe Service 1250/600/20, rescue pumper, 74-D065

T72 2007 International 7400/Carl Thibault 1250/2500, 79-0561

S72 2009 Ford van, squad, C3-0795

RP72 1997 Freightliner FL80/Superior 1050/1000, 74-6239 (reserve)

Fire Station 73 – 6090 Rockdale Road, Vars (volunteer station)

PT73 2010 Spartan Gladiator/Carl Thibault 1250/2500, 79-5101

T73 2005 International 7400/Carl Thibault 1250/2500, 79-0539

RT73 1998 Freightliner FL80/Dependable 840/2500, 79-6454 (reserve)

S73 2010 Ford Expedition, B3-0781

Fire Station 81 – 1643 Stittsville Main Street, Stittsville (volunteer station)

P81 2013 KME Severe Service 1250/600/20, 74-D063
L81 1999 Pierce Lance/Carl Thibault 1250/300/100 foot Skyarm, 75-0634
T81 1997 Freightliner FL80/Almonte 500/2500, 79-0025
S81 2005 Chevrolet 3500 pickup, squad, B3-0749
C80 2012 Chevrolet Tahoe, Southwest Rural Sector Chief, B2-C881
RT81 1996 GMC Top Kick/Dependable 840/2500, 79-6455 (reserve)
RP81 2000 International 4900/Superior 1250/700, 74-6242 (reserve)

Fire Station 82 – 6280 Perth Street, Richmond (volunteer station)

P82 2013 KME Severe Service 1250/600/20, 74-D067
T82 2009 International 7400/Carl Thibault 1250/2500, 79-0577
R82 2009 Spartan Metrostar/Eastway heavy rescue, 71-5100

Fire Station 83 – 2352 Roger Stevens Drive, North Gower (volunteer station)

P83 2008 Spartan Metrostar/Carl Thibault 1250/500, 74-0568
T83 2003 Freightliner FL80/Almonte 1050/2500, 79-0517
BT83 2003 Ford 200/200/20 brush unit, B5-0710
BTA83 1986 International S1800/Shop 625/1500 brush tanker, 4x4, 79-8086

Fire Station 84 – 3449 Old Almonte Road, Corkery (volunteer station)

PT84 2004 Spartan Gladiator/Carl Thibault 1250/2500, 79-0529
BT84 2006 GMC C4500 200/200/20 brush unit, B5-0753
S84 2012 Chevrolet Silverado, B3-C698

Fire Station 91 – 8011 Victoria Road, Metcalfe (volunteer station)

PT91 2005 Spartan Gladiator/Carl Thibault 1250/2500, 79-0541
L91 2008 Spartan Gladiator/Carl Thibault 1750/300/104 foot RK platform, 75-0567
S91 2013 Chevrolet pickup, squad, B4-C697
C90 2012 Chevrolet Tahoe, Southeast Rural Sector Chief, B2-C884

Fire Station 92 – 3110 Nixon Drive, Osgoode (volunteer station)

P92 2009 Spartan Metrostar/Carl Thibault 1250/500, 74-0570
T92 2004 Freightliner FL80/Almonte 1050/2500, 79-0530
WR92 2005 Chevrolet 3500 pickup, water rescue unit, B3-0738

Fire Station 93 – 6891 Parkway Road, Greely (volunteer station)

PT93 2006 Spartan Gladiator/Carl Thibault 1250/2500, 79-0542
R93 2007 Spartan Metrostar/Eastway heavy rescue, 71-0559
BT93 2003 Ford/ 200/200/20 brush truck, B5-0711

Fire Station 94 – 5669 Manotick Station Road, Manotick (volunteer station)

P94 2013 KME Severe Service 1250/600/20, 74-D070
T94 2002 Freightliner FL80/Almonte 1050/2500, 79-0516
RT94 2000 GMC Top Kick/Almonte PP/2500, 79-1003 (reserve)

Apparatus to be reassigned

2003 HME 1871P/Fort Garry 1250/500, 74-0527 X-P54
2002 HME 1871P/Fort Garry 1250/500, 74-0510 X-P81
2002 HME 1871P/Fort Garry 1250/500, 74-0506 X-P82
2003 HME 1871P/Fort Garry 1250/500, 74-0524 X-P83
2002 HME 1871P/Fort Garry 1250/500, 74-0512 X-P94
2002 HME 1871P/Fort Garry 1250/500, 74-0507 X-Training
1999 GMC Top Kick/Almonte hazmat unit, 71-0179 X-HM24



Six Nations Pumper 4 has now returned with a new paint scheme and rehab job. It's a 2002 Pierce Contender with a 1050igpm pump and 800gwt, the old scheme is seen below. (Photos from Ken Buchanan and Desmond Brett)



The new Station 1 for Six Nations Fire, also serving as their headquarters. (Ken Buchanan photo)

A workhorse on the Hudson River, now retired from fighting fires, chugs toward a second act

By NOAH REMNICK/*New York Times* April 4, 2016

ABOARD THE JOHN D. McKEAN, in Tarrytown, N.Y. — On a gleaming Thursday morning in March, a candy red fireboat rattled awake and set forth from its station in the Brooklyn Navy Yard. As the ship voyaged north along the Hudson River at nine knots, it left more than half a century of history in its wake.

Since the 129-foot vessel, the John D. McKean, was commissioned into service in 1954, the sight of it on New York City's waterfront has signaled some variety of peril — a smoldering warehouse, a capsized barge.

It was there to douse the flames when a fire in 1991 swallowed the Manhattan terminal of the Staten Island Ferry. It shuttled hundreds of people to safety in Jersey City after the World Trade Center was attacked on Sept. 11, 2001, and supplied firefighters with water at ground zero for days thereafter. It gave refuge to passengers huddled on the water-lapped wings of US Airways Flight 1549 after it landed in the Hudson River in January 2009.

Even the ship's name bears the weight of the New York Fire Department's past: John D. McKean, a marine engineer, was burned to death in 1953 when he stayed at his post on the fireboat George B. McClellan, trying to steady the vessel after a steam explosion. McKean's son and grandson both followed him into the department.

Last month, as the McKean pulled into the Tarrytown Marina, near the Tappan Zee Bridge in Westchester County, there were no flames beckoning its arrival, no emergencies at all. The ship, decommissioned nearly six years ago, was beginning a new phase. It was put up for sale, and after 158 bids, a pair of restaurateurs bought the McKean for \$57,400 at an auction in which New York City also sold an array of surplus goods, including camcorders and file cabinets. The boat originally cost the city \$1,426,000.

The new owners, Michael Kaphan and Edward Taylor, hope to turn the boat into a museum of sorts that pays homage to its legacy. If all goes as planned, the boat will be open for tours led by former firefighters by July 4, at the dock outside the two men's coming seafood restaurant in Sleepy Hollow, New York.

"You can't own something like this," Taylor, 54, said as he walked along the port-side deck. "It belongs to the city. We're just the custodians."

As New York City's waterfront has evolved over the decades, so too have its security needs. Burly boats, like the McKean, that could quell fires raging in warehouses that once dotted the shoreline have grown old and outdated. They have been replaced by a more varied and technologically sophisticated fleet of around 20 vessels that can, the Fire Department believes, swiftly respond to conflagrations, chemical spills, and biological and nuclear attacks.

"The port is always changing and we need to keep pace," Michael Buckheit, the Fire Department's chief of marine operations, said. "Now we live by the catchphrase 'fast, powerful and agile.'"

Fireboats do not always find meaningful second acts after they are decommissioned. Many sit around for a few years, getting pressed into service during major emergencies, only to end up being consigned to the scrap heap.

The John J. Harvey avoided that fate. In 1999, it was sold at auction and turned into a private excursion boat, docked on the West Side of Manhattan. When the World Trade Center was attacked, its owners volunteered to return the boat to service. For days, the Harvey worked alongside the McKean and other ships, first evacuating survivors, then putting out the blaze.

When the Fire Fighter was decommissioned in 2010 after 72 years of service, a group of supporters struggled to find a place to moor it as a museum ship. The boat was finally given safe harbor in Greenport, on the North Fork of Long Island, where visitors can explore the vessel. The John H. Glenn Jr. plied New York's waters for just 15 years before it went to the fire department in Washington, D.C., in 1977. Other fireboats spend their latter years in shipyards, working as tugboats.

The McKean spent the past couple of years mostly dormant, though it was hauled out to help when Hurricane Sandy hit in 2012. Even so, its new owners were surprised to discover that the McKean had remained largely intact. "Everything still works. She just needs some lipstick," Taylor said, revving up the twin 1,000-horsepower engines to a deafening rumble.

As he ascended from the bowels of the ship last week, Taylor marveled at its gadgetry and craftsmanship. Six water cannons stood ready on the decks, their brass nozzles oxidized to the color of turquoise. The phone connecting the wheelhouse to the engine room sprang to life with the turn of a crank. A weather-beaten American flag, recovered from within the captain's quarters, fluttered from a rope atop the watchtower.

Of the ship's many treasures, Taylor took particular pride in a gift from the McKean family: a framed photograph of John McKean's son and grandson in front of the craft, as well as a letter thanking him and Kaphan "for keeping the fireboat John D. McKean on the Hudson River where it has always been."

The day the McKean left Brooklyn for Tarrytown, it was accompanied by its replacement, the Three Forty Three, named in honor of the 343 members of the Fire Department who died in the Sept. 11 attacks. Upon reaching the George Washington Bridge, the McKean family joined a crew of marine firefighters on the starboard side of the Three Forty Three to offer the decommissioned ship a farewell salute.

"It was very emotional, like sending a child off to college," Buckheit said. Last week, the McKean was visited by James Campanelli, who piloted the ship on Sept. 11. As he gazed at the familiar hull with his two sons, Campanelli, 57, was taken back to that morning — the pitch black smoke that enveloped the ship after the first tower fell, the uncanny silence over the radio. Still, the vision of the McKean resting at the dock gave him a sense of peace.

"The boats change, but our basic job remains the same," he said. "We put out fires."

FDNY Foundation Publishing New FDNY Magazine Focused on EMS

Published by FDNYFoundation, March 31, 2016

The FDNY Foundation is proud to join the FDNY to announce the Department's first ever magazine highlighting the incredible work done by the FDNY's Emergency Medical Technicians, Paramedics and EMS Officers.

FDNY PROEMS is being published by the FDNY Foundation and focuses on the medical training, dedication and preparedness of the Department's EMS members.

The magazine is being released as the FDNY Foundation and the FDNY celebrate the 75th anniversary of the Department's quarterly magazine, WNYF (With New York Firefighters), also published by the FDNY Foundation. WNYF was created with the goal of focusing on the training of the Department's Firefighters and was originally designed to introduce new and efficient training methods to FDNY personnel. Since that time, WNYF has improved the safety of FDNY members and has provided documentation for many of the Department's milestone moments, both difficult and impressive.

This year, the FDNY celebrates the 20th anniversary of the merger between the Health and Hospitals Corporation Emergency Medical Service and the Fire Department of New York. The two groups officially merged on March 17, 1996, making the FDNY the largest department-based provider of emergency medical care in the country.

"Two decades ago, FDNY was transformed from a workforce almost solely dedicated to fighting fires to an agency responsible for providing emergency medical response 24 hours a day to New Yorkers," said Fire Commissioner Daniel Nigro. "Today, our members respond to more than 1.6 million medical emergencies per year and we are long overdue for a publication that addresses the outstanding pre-hospital care our EMTs, Paramedics and Firefighters provide our City."

"We are so proud to publish a magazine that highlights work of the thousands of men and women who make up the FDNY's Emergency Medical Service," said FDNY Foundation Chairman Stephen Ruzow. "Through FDNY PROEMS, we are offering readers a unique look inside the operations, preparations and dedication of the FDNY's EMS members, and an opportunity to learn from the Greatest Fire Department in the World, directly from members themselves."

FDNY PROEMS will focus on critical issues facing members every day. In the inaugural issue, members of the Department chronicle the FDNY's response to the worldwide Ebola outbreak of 2014, including the planning and preparation of the Department that ensured the safety of everyone who responded.

The magazine will features articles, photos, videos and podcast episodes, which will give every reader a firsthand look at the challenges faced by members of the Department every day.

"This publication will bring the medical skills and specialized training of FDNY members to a wider audience than ever before," said Nigro. "It is our sincere hope that we can educate our readers about our best practices and successes and, in doing so, continue the great tradition started by WNYF decades ago."

To learn more or to subscribe to FDNY PROEMS: <http://www.fdneypro.org/>



West Kelowna, BC received this 2015 Freightliner M2-112/Smeal rig last year. Tender 32 has a 1500gpm Waterous pump, 2000gwt and Advantus 6 foam system SO 4436 (Shane Mackichan photo)



High River, AB recently purchased a 2016 Pierce Velocity PUC pumper, with a 1500gpm Hale pump, 750gwt and a Husky 12 foam system. Engine 42 has serial number 29027. (Pierce Fire Trucks photo)



Morrin-Starland County, AB just received a 2016 Freightliner M2-106/Fort Garry pumper with a 1050igpm Darley pump, a1000gwt and a FoamPro 2001 foam system. s/n M650 (Dave Stewardson photo)



Bonnyville Regional Fire Authority in Alberta recently got this 2015 Freightliner M2-106/Fort Garry heavy rescue. It is assigned as Rescue 22 in Goodridge. (Dave Stewardson photo)



Sault Ste. Marie Pumper 1 has just been assigned a 2015 Spartan Metro Star/Smeal pumper, equipped with a 1750gpm Hale pump and 1000gwt. s/o 4466. (Safetek Emergency Vehicles)



The RM of St. Clements, MB just put this 2016 Freightliner M2-106/Fort Garry rig into East Selkirk as Pumper 5. It has a 1250igpm pump, 1000gwt and 25gft. s/n M740. (Dave Stewardson photo)



One of two 2016 Kenworth T370 chassied tankers from Dependable delivered to King Township, Tanker 364 went to Schomberg, and Tanker 344 to King City.



Last year the TFDS switched to Chevrolet Tahoes for chief's vehicles. Around half of the 23 district chiefs and all of the platoon chiefs have these 2015 or 2016 models. Removal of seldom used equipment allowed the use of smaller vehicles. This is Car 11, the lowest numbered district.



Dependable has delivered several new special apparatus to Toronto recently. These three types all came in pairs: Training Pumper 1 is a 2015 Spartan Gladiator/Spartan ERV Dependable rig with a 2000gpm pump and 900gwt. An identical truck is replacing TRP.2.



Squad 445 and Squad 232 will be replaced with these 2016 Spartan Gladiator/Spartan ERV/Dependable heavy rescues and Airlights 114 and 333 will soon have 2015 Freightliner M2-106/Dependables. (Dependable Emergency Vehicle photos)





Aluminerie de Bécancour, QC just took delivery of a 2016 Freightliner M2-106/Maxi Métal VIO pumper. Unit 202 came with a 1250gpm Hale pump and a 600gwt. (Maxi Métal)



Jean Lesage Airport Red 2 is now running this 2016 Oshkosh Striker 3000 6x6 ARFF unit. It has a 1625igpm pump, 3000gwt, 420gft, a 65' Snozzle and carries 500 lbs dry chem. (Oshkosh photo)



Tatamagouche, NS Tanker 3 is a 2016 Freightliner M2-106/Metalfab rig, with a 1050igpm pump and a 2500gwt. (Metalfab Fire trucks photo)



One of London, UK's newest stations, this one in Plaistow opened in June, 2015. It has a large training area in the back and houses two pumps and an incident response unit. (London Fire photo)



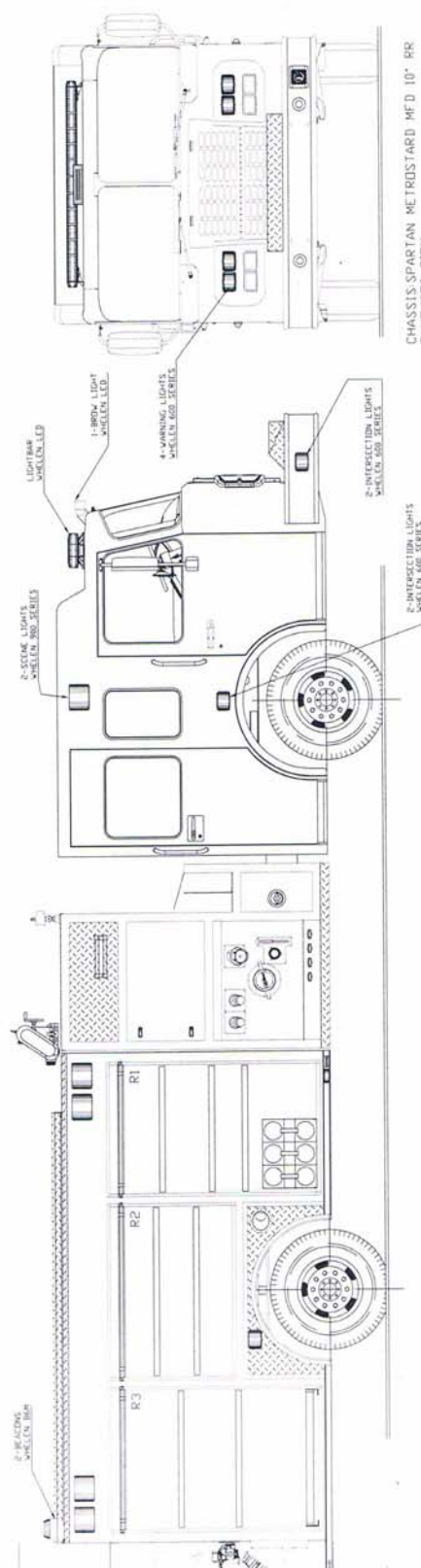
This station in St. Lucia illustrates how simple things can be when weather isn't much of a factor. This is the headquarters apparatus area. The St. Lucia Fire Services other five stations are much more ornate, however. (Robert Herscovitch photo)



St. Lucia runs a number of these Mercedes Atego/Rosenbauer pumps.



From the Netherlands Antilles, Curacao Fire Service, this an AI Group pump on a DAF CF75 chassis with a 310hp diesel. (Robert Herscovitch photos)

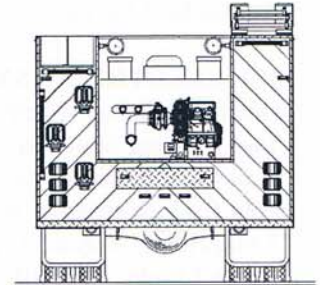
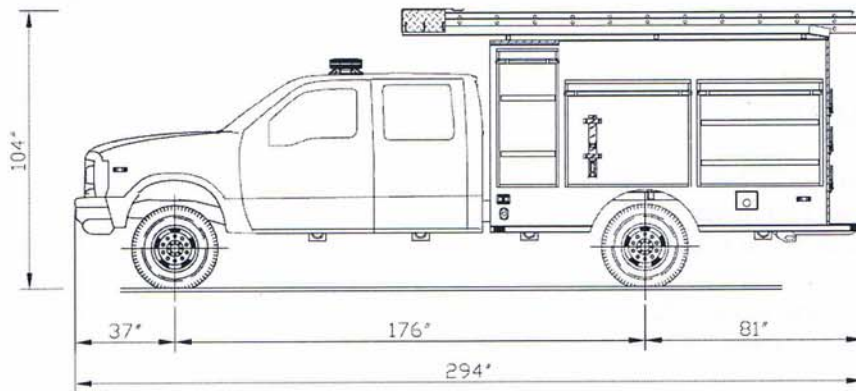


COMPRT NO	L1	L2	L3	R1	R2	R3	B1	TESTED DATE	TESTED BY	TESTED DATE	TESTED BY
COMPRT 1	W	45	60	49	45	60	49	38	10/10/2018	10/10/2018	10/10/2018
COMPRT 2	H	68	38	68	38	68	57	57	10/10/2018	10/10/2018	10/10/2018
COMPRT 3	H	26.25	26.25	26.25	26.25	26.25	26.25	26.25	10/10/2018	10/10/2018	10/10/2018

W= WIDTH OF COMP.T
H= HEIGHT OF COMP.T
D= DEPTH OF COMP.T

Page 31

RURAL RESPONSE UNIT



INFORMATION

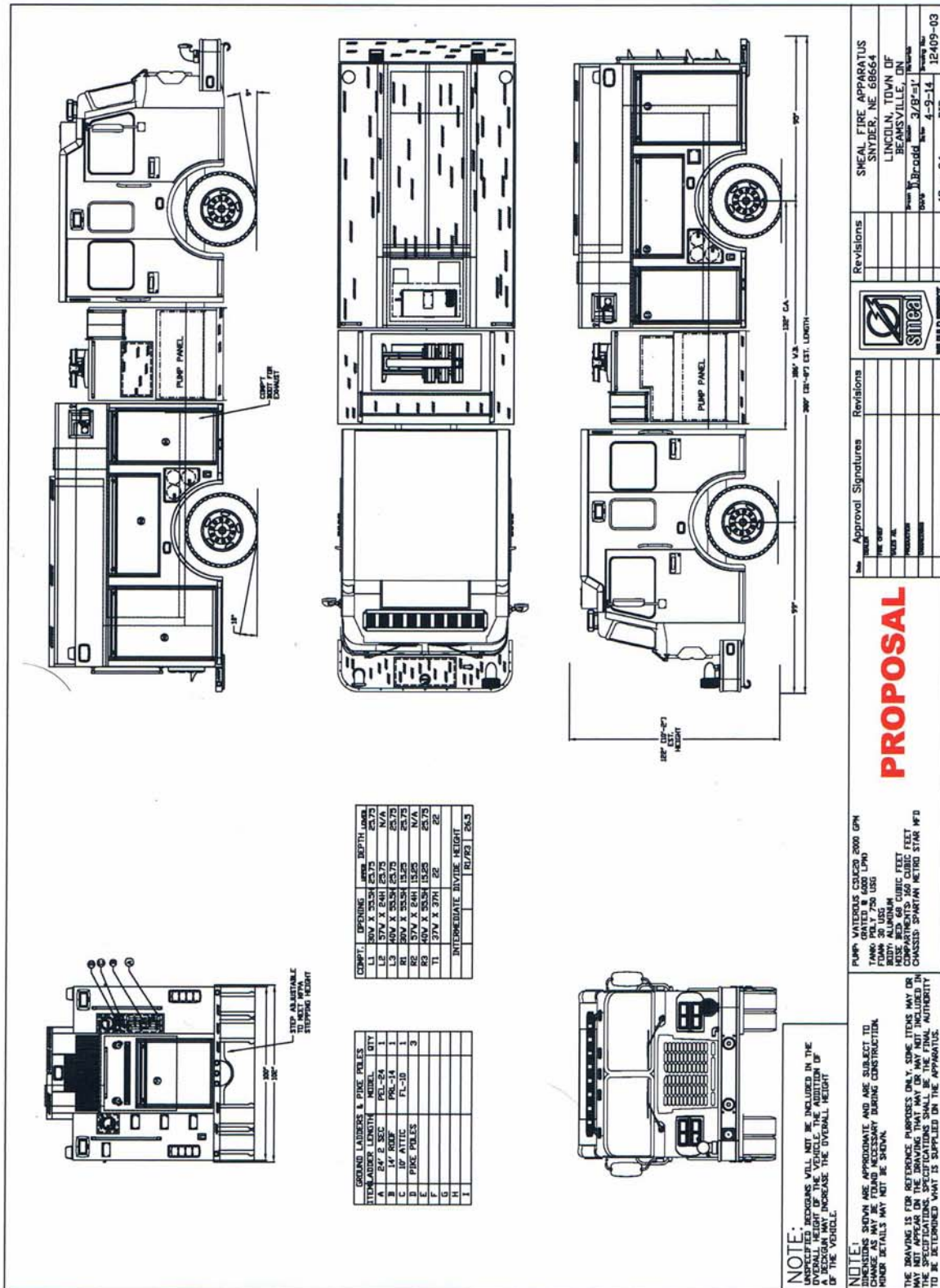
38 Thibault street, Pierreville, Qc J0G 1J0 Canada
T. 450 568-7020 F. 450 568-3049
info@thibaultfiretrucks.com

CHASSIS

2015 Ford F-550
 4x4 SD Crew Cab
 Engine: 6.8L 3-Valve SOHC EFI V10 Torque: 457 ft.lbs. @ 3250 rpm.
 Transmission: TorqShift 5-Speed Automatic w/OD
 GAWR 19500 lb

PUMP & PUMP PANEL

Waterax # MR-B2X-23V two (2) stage high pressure pump
 23 HP engine Briggs & Stratton Vanguard gasoline powered engine
 Low point drain manually operated
 Stainless steel manifold and plumbing system
 Waterax WCP-WFLM stainless steel pump panel
 One (1) 3" diameter compound pressure gauge -30 to 0 to 600 psi with .250" flexible hose to fire pump discharge
 One (1) Innovative controls 14 LED light foam tank monitor
 One (1) Innovative controls 14 LED light water tank monitor
 Waterax # B-7498 electric primer
 One (1) 2½" NPT tank to pump S/S valve
 One (1) 1" fire pump to water tank refill and bypass cooler line
 Two (2) 1 ½" NPSH discharges w/cap and chain w/ 1" bypass cooling line discharges at rear left as specified
 Overboard suction 2 ½" w plug & chain
 One (1) Scotty4071 foam eductor & 4070 foam checkpro on all discharges
 One (1) 6.6 US gallons Fuel Tank w/strap



Two vehicles from Safetek, both by Smeal on 2015 Spartan chassis.



GROUND LAIDERS & PIPE POLES			
ITEM	LAIDER LENGTH	MODEL	QTY
A	60' 2 3/8"	PEL-20	1
B	14' ROOF	PR-14	1
C	10' ATTIC	FL-10	1
D	PIPE POLES		2
E			
F			
G			
H			
I			
J			

COMP.	OPENING	AREA	DEPTH	UNIT
L1	2'3" X 3'3"	23.75	23.75	
L2	6'9" X 2'4"	28.75	N/A	
L3	4'0" X 3'3"	23.75	TRANS	
R1	2'3" X 3'3"	13.25	23.75	
R2	6'9" X 2'4"	13.25	N/A	
R3	4'0" X 3'3"	13.25	TRANS	
T1	2'9" X 1'3"	30	N/A	
T2	4'0" X 2'4"	N/A	30	
HI-4	18" X 60"	21	21	
INTERMEDIATE DIVIDE HEIGHT				
		80/23	26.5	

NOTE: UNSPECIFIED DECKGUNS WILL NOT BE INCLUDED IN THE OVERALL HEIGHT OF THE VEHICLE. THE ADDITION OF A DECKGUN MAY INCREASE THE OVERALL HEIGHT OF THE VEHICLE.

NOTE: DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO CHANGE AS MAY BE FOUND NECESSARY DURING CONSTRUCTION. FINER DETAILS MAY NOT BE SHOWN.

THE DRAWING IS FOR REFERENCE PURPOSES ONLY. SOME ITEMS MAY OR MAY NOT APPEAR ON THE DRAWING THAT MAY OR MAY NOT BE INCLUDED IN THE SPECIFICATIONS. SPECIFICATIONS SHALL BE THE FINAL AUTHORITY IN BEING DETERMINED WHAT IS SUPPLIED IN THE APPARATUS.

PRE-CONSTRUCTION

Date	Approval	Signatures	Revisions
		INCH	
		PAK 10157	
		INCH 101	
		Production	
		Construction	

	Revisions	SNEAL FIRE APPARATUS SNYDER, NE. 68664
09	07/06/14	
		VAUGHAN FIRE & RESCUE SERVICE VAUGHAN, DNT.
		Price for STUMP = 3/8"=1' 10.0000
		DWG No. 11/20/13 Price per 4307



In this issue we introduce a new feature which I call apparatus in action. For many years the TA has not published fire photos and has rarely reproduced apparatus that are not your nicely posed, static portraits. It may surprise our readers to know that in the early days of this publication, the TA reported on all kinds of fire-related subjects, including fires. Now that we have more room, it's time to expand the scope of what we depict and to that end, here are two photos of working rigs. The top shot was taken earlier this year at a second alarm in Toronto. Aerial 423, a long way from home, was the first-in truck at this well involved dwelling. It's a 2006 Spartan Gladiator Classic/Smeal quint with a 1750igpm pump, 500gwt and 105' aerial. Below, then Rescue 133, 1996 Spartan Metro Star/Almonte rescue pump with a 1050igpm pump and 300gwt, works a multiple alarm on Dufferin St. in Toronto. (Desmond Brett photos).





When the Six Nations F.D. moved into their new hall a couple of months back, a surprise was waiting for them: the 1952 Bickle-Seagrave pumper the department purchased in 1964. The rig, pictured in the delivery photo above, originally served at RCAF Gimli in Manitoba. After retirement, it went to the Canadian Firefighters Museum, where Ken took the shot below. It has an 840igpm pump and 200gwt, s/n 6452. The SNFD hopes to restore the rig. (Photos and info from Ken Buchanan)

