



# Third Alarm



A Publication of the OFBA

Volume 47, No. 2

March-April 2017



To commemorate the 75<sup>th</sup> anniversary of the Box 42 Association of Detroit, we present that city's newest rig, Air 2, a Danko product on a 2017 Ford F550 XL 4x4 chassis. Air 1 has an identical truck. (Dan Jasina photo)

Congratulations to Box 42 Association on 75 years of serving the Motor City. Over the decades the club has restored apparatus, even a fire boat, maintained the museum at Engine 11, and assisted the DFD at major emergencies such as Devil's Night, standing by at fire halls and spotting for false alarms to allow crews to attend the many fire outbreaks on those nights. They are celebrating the April, 1942 founding at DFD Engine 42 (hence the group's name), where it all began. Additional congrats to member Craig Slack, who retires from Burlington Fire at the end of April.

# THIRD ALARM

**Volume 47 Number 2**  
**March - April 2017**

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

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

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

From the Office of the President

Well, the results are in and to say the least, the executive is a little disappointed in the response to our survey of the membership on club activities and the Third Alarm. Out of 114 members only 21 took the time to answer a few basic questions and/or comment on club activities. That is only 18.4% of the members so the executive board can only assume that the majority are satisfied with how the club is being operated and of the actions of the Board of Directors. You will find the results of the survey with this issue.

Due to circumstances beyond the control of the executive we have had to change the locations of a couple of this year's photo tours and the new list is in the events column and on the website. The May tour of Niagara on the Lake and Niagara Falls is all arranged, thanks to Larry Ward, and will commence at 0900 hrs., May 27 at Niagara on the Lake Station 5, 350 Townline Rd just off the QEW at Glendale Ave.

In closing, I hope all of you had a Happy St. Patrick's Day and a very Happy and Blessed Easter. See you in Niagara next month.

Bob Rupert, President.

## **From our Membership Secretary**

I trust that everyone enjoyed the largest ever Annual Photo Issue, which had quite a variety of photos of new and older vehicles. Again, the quality of the photos was quite exceptional and those of you who receive the electronic version really got a bonus again this year – 26 extra pages of photos of trucks in a variety of colours. Thanks to Desmond and Kevin for their work in putting together another spectacular issue, and of course to all those who sent in the photos. It is interesting to note that, as in past years, a number of members have decided to switch from the hard copy to the electronic version, with several receiving both.

As of the beginning of April, eighty-three per cent of our members have paid their dues. To the other seventeen, hopefully this is just an oversight and we hope to hear from you before the printing of the next issue. And I would like to thank those of you who have been most generous with your extra contributions.

Robert Herscovitch, Membership

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

Spring at last, time for many more apparatus shots, although I am gratified that we have several photographers sending in stuff from sunnier climes. The new season should bring in more local stuff as we are, after all, an Ontario club, though we have many enthusiastic participants from other parts of our huge country. The camera toting buffs that sent in stuff for this issue: Robert Herscovitch, Dave Stewardson, Doug Holmes, Bob Rupert, Ken Buchanan, Rob Simpson, Larry Thorne, Ken Walton, Ian Duke, Bob Dubbert and Neil McCarten. I also thank Dependable Emergency Vehicles, Maxi Métal, Metalfab Fire trucks, Aerofeu, Lantz and Safetek for photos and info.

Kudos to Doug Holmes, Bob Rupert, Ken Buchanan, Rob Simpson, Ken Walton and Larry Thorne for info, and Walt McCall for his historical feature and Bob Rupert for the many rosters in this issue.

Desmond Brett, Editor, Third Alarm



## Calendar:

### Tentative Photo Tours – 2017

May 27	Niagara on the Lake & Niagara Falls Meet: NOTL Station 5 320 Town Line Rd at Glendale, 09:00.
June	Harriston, Palmerston, Mount Forest & Arthur
July	Uxbridge, Whitchurch-Stouffville and Central York
August	Lakeshore, Kingsville, Leamington
September	Richmond Hill
October	New Tecumseth, Essa and Innisfil

### Other Calendar Events

June 17	23 <sup>rd</sup> Annual Fire Engine Rally & Swap Meet, Chicago, hosts The 5-11 Club & The Fire Buffs of Illinois, at the Quinn Fire Academy. More info at: <a href="http://www.5-11clubchicago.org/">http://www.5-11clubchicago.org/</a>
August 2-5.	2017 SPAAMFAA Convention and Muster - Watertown / Sackets Harbour, NY <a href="http://www.spaamfaa.org/event-calendar/">http://www.spaamfaa.org/event-calendar/</a>
August 23-26	2017 IFBA Convention - Indianapolis, IN <a href="http://ifba.org/">http://ifba.org/</a>
November 4	OFBA Fire Services Collectibles Show and Sale and Annual General Business Meeting



This impressive mural, commemorating the April 9, 1917 victory at Vimy Ridge in France, adorns Sudbury Engine 3. The rig was unveiled on Remembrance Day last year, and will remain this way until next November. Most of the \$10,000 cost of the design and application was covered by corporate sponsors.  
(Photo credit, Trevor Bain, Sudbury Fire Chief)



# THE ONTARIO FIRE BUFF ASSOCIATES

## FINANCIAL STATEMENT

**OPENING BALANCE** - November 1, 2015

**\$10,380.62**

### **REVENUES**

Donations	\$258.00
Membership – 2015	28.00
Membership – 2016	\$2,788.00
Membership – 2017	\$173.00
Membership – 2018	\$105.00
Subscriptions to Third Alarm	\$15.00
Sales	\$20.00
Meetings – Revenue net refreshment expenses	\$9.20
Meetings – Raffle	\$135.00
2HP - Refund on Insurance Premium	\$49.00
Foreign Exchange (Gain on US\$)	\$15.73
	<hr/>
	<b>\$3,595.93</b>

### **EXPENSES**

Third Alarm - Printing and Envelopes	\$990.62
- Postage	\$1,401.78
General Printing of notices, photo tours & roster	\$139.78
Dust Cover and Lettering for 2High Pressure	\$2,147.00
Sundries - Membership IFBA	\$50.00
- P.O. Box and Sundry Postage	\$315.22
- Bank Charges	\$85.76
- Plaque Engraving	\$16.95
- Web Site	\$100.00
- Donations in memoriam	\$100.00
	<hr/>
	<b>\$5,347.11</b>

**CLOSING BALANCE** - October 31, 2016

**\$8,629.44**

Dated – April 5, 2017

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J.A. Stronach  
Treasurer

## **ROSTER - ST. CATHARINES FIRE SERVICES – 2017 by Bob Rupert**

Population 132,000      172 full-time      Fire Chief: Dave Wood  
Frequency:      Dispatch: 155.445 (all other comms are private)  
All apparatus painted red with white cab roof except as noted. Unit (shop) numbers in brackets

### **STATION 1 - 64 Geneva St (Headquarters) - 1950**

Pump 1 (10) 2016 Spartan Metro Star/Fort Garry      1500/650/20F      SN#M0742  
Rescue 1 (14) 2010 Spartan Metro Star/Eastway Heavy Rescue  
Car 4 (3) 2008 GMC Savannah (Platoon Chief)      (red)  
Boat 1 16' Caribe RHI 50 HP  
Antique 1926 Gottfredson/Bickle Pumper (ex Merritton FD) 400 gpm Rotary Gear

### **STATION 2 - 190 Linwell Rd - 1958**

Pump 2 (15) 2005 Sutphen Shield Series      1250/600/20F      SN#HS3950  
Boat 2 16' Caribe RHI 50 HP

### **STATION 3 - 285 Pelham Rd - 1958 (addition 1978)**

Pump 3 (17) 2008 Spartan/Smeal      1500/1000/20F      SN#809230

### **STATION 4 - 427 Merritt St. (2013)**

Pump 4 (36) 2009 Spartan Metro Star/Eastway      1500/1000/2 x 25F      SN#70563  
Aerial 4 (27) 2006 Sutphen 100 ft midship aerial platform      1500/400/20F      SN#HS4129

### **STATION 5 - 149 Martindale Road - 2001**

Pump 5 (11) 2005 Sutphen Shield Series      1250/600/20F      SN#HS3951  
Aerial 5 (26) 2003 Sutphen 95 ft midship aerial platform      1500/400/20F      SN#HS3821

### **STATION 6 - 465 Scott St at Grantham Ave - 1979**

Pump 6 (7) 2014 Spartan Metro Star/Fort Garry      1050/600/20F      SN# M529

### **SPARE APPARATUS**

Pump (18) 2003 Freightliner FL80/Fort Garry (Training Pumper) 1050/600/15F      SN#M9059  
Pump (19) 2001 Freightliner FL80/Fort Garry      1050/1000      SN# M6559  
Aerial (25) 2008 Sutphen midship Quint 75' aerial      1500/500/20F      SN#HS4421  
Rescue (16) 1995 Ford E-350/Protek Cube Van      (lime yellow)

**Notes:** Unit 13 (96 Pierce/Fort Garry) sold at auction in 2014, Unit 12 (97 ALF/Metalfab) to be sold.

Although Niagara Region departments have a new apparatus numbering system in place, only Lincoln, Grimsby and West Lincoln using it now with Niagara Falls soon. No timetable on when St. Catharines will implement the system.



East Gwillimbury Tanker 244, a 2011 Spartan Metro Star/Rosenbauer 1250igpm/1800gwt



East Gwillimbury Engine 281, a 2013 Rosenbauer Commander 3000, 1500igpm/918gwt.



E. Gwillimbury Rescue 289, 2016 Freightliner M2/DEV Rescue Pumper, 1050igpm/790gwt. (Desmond Brett photos)





East Gwillimbury, Aerial 246 is a 2003 Freightliner FL80/General/Rosenbauer 65' quint with a 1050igpm pump and 500gwt.



Scugog Twp., Car 6-3, 2006 Dodge Ram brush truck, portable pump and 200gwt.



Scugog Township Station 2 on Scugog Island. (Photos by Desmond Brett)

**OFBA Photo Tour - October, 2016**  
**Roster as documented and photographed**

**East Gwillimbury Fire and Emergency Services**

**Fire Station 2-4 - 19314 Yonge St., Holland Landing (2002)**

Engine 241 -	2008 Spartan Advantage / Rosenbauer	1050/840	VIN#CO61375
Aerial 246 -	2003 Freightliner FL80 / General / RK 65'	1050/500	S#03MET135
Tanker 244 -	2011 Spartan Metro Star / Rosenbauer	1250/1800	VIN#CO73939

**Fire Station 2-6 - 22 Princess St., Mount Albert (2015)**

Engine 261 -	2014 Spartan Metro Star-X /Spartan ERV/Dependable	1250/840/20A	S#10397
Tanker 264 -	2012 Spartan Gladiator Classic/Spartan ERV/Dependable	1500/1800	S#D41994
Rescue 269 -	2016 Freightliner M2/DEV Rescue Pumper	1050/790	S#HT1659

**Fire Station 2-8 - 1590 Queensville Sideroad, Queensville (renovated 2015)**

Engine 281 -	2013 Rosenbauer Commander 3000 FX	1500/918	VIN#DWM10418
Tanker 284 -	2015 Spartan Metro Star-X MFD / Dependable	1500/1800	S#D42160
Rescue 289 -	2016 Freightliner M2 / DEV Rescue Pumper	1050/790	S#HT6599

**Scugog Fire Department**

**Fire Station 1 - 30 Crandell St., Port Perry (2001)**

Pumper 6-1 -	2008 Spartan Metro Star / Fort Garry	1050/1000/25F	S#A622
Pumper 6-12 -	1994 E-One Sentry / Superior	1050/1200	S#12299
Tanker 6-1 -	1994 Ford CF8000 / Superior	1050/1000	S#SE 1451
Rescue 6-1 -	2010 Spartan / Seagrave		
Rescue 6-12 -	2006 Ford F650 / Dependable (Ice Rescue)		
Car 6-3 -	2006 Dodge Ram brush truck	PP/200	
Car 6-4 -	2007 Ford Escape Hybrid (Fire Prevention)		



Pumper 6-1, a 2008 Spartan Metro Star / Fort Garry, 1050igpm/1000gwt/25gft. S#A622





New to North Vancouver, BC. Engine 10 is a 2016 Pierce Arrow XT pumper, 2000gpm, 400gwt, 30gft and a Husky 3 foam system. (Photo: Wholesale Fire & Rescue)



Tilley, AB just got this 2017 Freightliner M2/Fort Garry walk-in rescue, 18' box s/n 770,



Little Grand Rapids, FN, MB recently took delivery of this 2017 Freightliner M2/Fort Garry pumper. It has a 1050igpm Hale pump, an 800gwt and a 25gft. s/n M703 (Dave Stewardson photos)



## The Apparatus Floor....

Clarification: The Ferrara pumpers (112 and 119) supplied to Mississauga were provided by Safetek Emergency Vehicles through their agreement as the Smeal dealer for Canada. They are also the vendor for Richmond Hill's new quint. Correction: The Charlottetown parade rig depicted in the last issue is actually their first motorized appliance, a 1916 Federal Hose & Chemical, which was recently restored. The 1929 ALF referred to is their first mortised pumper and is on display outside Station 1. (Thanks to Ken Buchanan for pointing that out).

**Uxbridge** has officially opened their new four-bay station at 301 Brock St. W. The old hall on Bascom St. is now for sale. **Redemption, QC** has lost their fire hall, along with a municipal garage and a Sûreté du Québec office. The fire on March 23 destroyed all three of their rigs, including a 2014 Maxi Metal tanker, damaged other buildings and left more than \$1 million in losses. **Ottawa** Station 55 in Pineview should be open soon, it's a two bay, single story affair, and ground has been broken for a new Station 36 on Cyrville Rd.

**Sudbury** Fire and the council are proposing a major shake-up to the service that would see the hiring of more than 60 full-time fire fighters to staff trucks in four volunteer halls. This would see the closing of nine other vollie stations. They include Copper Cliff, Lively, Beaver Lake, Azilda, Vermillion Lake, Falconbridge, Val Therese, Coniston and Red Deer Lake.

The new plan would see composite stations staffed by both full-time and volunteer firefighters set up in Lively, Chelmsford, Val Caron and Garson, which city staff argue will decrease response times to those areas and make more complicated rescues possible in more remote areas. This is opposed by the volunteer firefighters whose numbers would drop by almost half.

**Toronto** has received new Spartan/ERV/Dependable foam pumpers, they are now at the shops on Fenmar Dr. **Burlington** is having a new command unit built on a Spartan chassis by SVI. The chassis was completed in February. **Edmonton** has ordered nine Spartan Smeal pumpers.



Chatham-Kent 1-14 2016 Rosenbauer Commander 1666igpm/430gwt/101' Cobra tower. This was a stock unit customized for the CKFES, it's assigned to Chatham. SN7417





Bradford-W. Gwillimbury 1014 is now running this 2017 Spartan/ERV/DEV pumper tanker, 1500gpm pump and 3000gwt. (Dependable Emergency Vehicles)



Just delivered to Georgina is a 2017 Spartan Metro Star/Spartan ERV/Dependable pumper-tanker equipped with a 1250igpm pump and 2517gwt. (Bob Rupert photo)



Lumsden, SK Engine 3 now has a 2017 IHC 7500/Acres, 1050igpm(W)/800gwt/25gft. s/n170224150 (Dave Stewardson photo)



## Apparatus Roundup:

### ONTARIO \*-corrected or added information for a previous listing

Northern Bruce Peninsula	2016	Freightliner M2-106/Metalfab HEAT1250igpm/1000gwt/20gft
Richmond Hill 836	2016	Ferrara Inferno 1050igpm/400gwt/20gft/107' SN H-5595
Haldimand R. 2	2016	Freightliner M2/Dependable medium rescue
Laurentian Hills	2016	IHC 7400/Fort Garry 1050igpm(H)/1500gwt
Argyle	2017	Freightliner M2/Fort Garry 1050igpm(H)/800gwt/25gft s/n M812
Georgina T164	2017	SpartanMetro Star/Spartan ERV/DEV 1250igpm/2517gwt SN HC082159
Pellatt	2017	Freightliner M2/Fort Garry 1050igpm(H)/800gwt/25gft s/n M811
Toronto (4)	2017	Kubota 4x4/CERV light transport vehicles
Huntsville	2017	IHC 4400/Metalfab 1050igpm/1000gwt/40gft
Faraday Township P.1	2016	Freightliner M2-106/Metalfab 1050igpm/1500gwt*
McDougall	2017	Freightliner/Metalfab 1050igpm/1500gwt
Bradford W, Gwillimbury1014	2017	Spartan/DEV 1250igpm/2500gwt
Tillsonburg P.1	2017	Pierce Saber 1250gpm(W)/1000gwt
Mississauga P118	2016	Spartan Metro Star/ERV/DEV 1500gpm(W)/1000gwt Demo, 216002*
Mississauga P121	2016	Spartan Metro Star/ERV/DEV 1500gpm(W)/1000gwt Demo, 216016* (new s/n)

### OUT WEST

<b>Youbou, BC</b>	2017	Freightliner M2/Fort Garry 1050igpm(H)/1000gwt/25gft s/n M782
Merritt R.1	2017	Ford F550 SD 4x4/2002 ERS NWI medium rescue (remount)
Saltspring Island T305	2017	Freightliner M2-106/Midwest 840igpm/2500gwt SN 2793
West Vancouver	2017	Pierce Arrow XT, 2000 GPM(W)/400gwt/30gft/CAFS Husky 3 Foam System
Tulameen	2017	Freightliner M2/Fort Garry 1050igpm(H)/1700gwt s/n M761
New Westminster BC.1	2016	Dodge Ram 4x4/Shops Battalion Chief
<b>Tilley, AB</b> R.1	2017	Freightliner M2/Fort Garry walk-in rescue, 18' box s/n 770
Raymond B.1	2017	IHC 4400/Fort Garry 840igpm(D)/1000gwt/25gft s/n M768
Gleichen W.35	2017	Freightliner M2/Fort Garry 420igpm(H)/2000gwt s/n M765
Rosebud	2017	Ford F550 4x4/Fort Garry Cougar PP(D)/333igwt/8gft s/n M788
Colinton	2017	Freightliner M2-106//Maxi Métal 1050igpm/1670gwt/20gft
Athabaska	2017	Freightliner M2-112/Maxi Métal 1050igpm(H)/1670gwt/21gft FP foam system
Whitcourt	2017	Freightliner M2-112/Maxi Métal 1250igpm(H)/2500gwt/30gft
Lomond	2016	Freightliner M2-106 4x4/Maxi Métal VIO1050igpm/840gwt/25gft/CAFS
<b>Kindersley, SK</b> B.1	2017	Ford F550 4x4/Blanchat B-5 Chaparral Extreme 200gpm(H)/500gwt
Lumsden E.3	2017	IHC 7500/Acres 1050igpm(W)/800gwt/25gft s/n170224150
<b>Grunthal, MB</b> 221	2017	IHC 4400/Fort Garry walk-in rescue
Little Grand Rapids FN	2017	Freightliner M2/Fort Garry 1050igpm(H)/800gwt/25gft s/n M703

### QUEBEC & THE MARITIMES

Saint-Elzéar, QC 641	2017	Freightliner M2-112/Maxi Métal 3000gwt
Incentraide	2017	Freightliner M2-112/Maxi Métal walk-in rescue
Saint-Isidore	2017	Freightliner M2-106/Maxi Métal walk-in rescue
Sainte-Marguerite 634	2017	Freightliner M2-112/Maxi Métal, 2700igwt
St.-Simon 604	2017	Freightliner M2-112/ 1050igpm(H)/2300gwt
Danville 1047	2017	Freightliner M2-106/Aluquip walk-in heavy rescue
Lac Beauport 251	2017	Pierce Saber 1250igpm(W)/840gwt
Lac Beauport 252	2017	Pierce Saber 1050igpm(W)/1500gwt
Chisasibi Cree Nation	2016	E-One Typhoon walk around rescue 250igpm/300gwt
Rivière-du-Loup 420	2017	Freightliner M2-112/Maxi Métal, 2700igwt
<b>Lac Baker, NB</b>	2017	Freightliner M2-106/Maxi Métal walk-in rescue
<b>Miminigash, PEI</b>	2017	IHC 7500/Fort Garry 1050igpm/1500gwt/25gft s/n #M784
<b>Wentworth, NS</b>	2016	Freightliner M2-106/Metalfab tanker 1500igwt
LeHave R. 2	2016	IHC 4400/Lantz medium rescue
Hantsport R.31	2016	Freightliner M2/1989 Lantz rescue
River Hebert/Joggins	2016	Freightliner M2-106/Metalfab tanker1500igwt
Annapolis Royal R.31	2016	IHC Terrastar/Lantz medium rescue
Dayspring U. 2	2016	Freightliner M2/Metalfab pumper/tanker1250igpm/2500gwt
<b>Torbay, NL</b>	2017	Freightliner M2/Asphodel walk-in rescue
Bishop's Falls	2017	Freightliner M2/Asphodel walk-in rescue





A new acquisition by Grunthal, MB is this 2017 IHC 4400/Fort Garry walk-in rescue, Unit 221.



A recent addition to Oka, QC, Unité 602, a 2016 Spartan Gladiator/Maxi Métal pumper with a 1500gpm Hale pump and a 1650gwt. (Maxi Métal photo)



Miminigash, PEI just took delivery of this 2017 IHC 7500/Fort Garry engine. It has a 1050igpm pump, 1500gwt and 25gft. s/n #M784 (Top & bottom photos: Dave Stewardson)





Saint-Armand 1721 2016 Freightliner M2-112/Maxi Métal 1500gpm(H)/2000gwt/30gft



Sainte-Marguerite, QC 634 recently got this 2017 Freightliner M2-112/Maxi Métal 2700 gallon tanker. (Maxi Metal Fire Truck photos)



Hantsport, NS repainted their 1989 Lantz rescue body on a 2016 Freightliner M2 chassis for Rescue 31 (Lantz Emergency Vehicles)





At Leaside's McRae Drive station, 1950s.



East York's Aerial #2



Lambeth aerial at the St. Thomas Muster. (All photos, Walt McCall Collection)

THIS LaFRANCE AERIAL HAD FOUR LIVES !  
BY WALT McCALL

Not all that long ago, fire engines enjoyed long service lives -- typically of 20 years or more in front-line service and a few more as a second-line rig or spare. It wasn't uncommon for aerial ladder trucks to remain in service for three decades or more before being replaced and hauled off to the scrapyard. Today, not many big-city rigs last longer than 15-20 years before being replaced. While more than a few retired pumpers and aerials enjoyed second careers on smaller paid or volunteer fire departments, one aerial truck from the Metro Toronto area saw active service no fewer than four fire departments over a span of nearly four decades.

In March of 1949, LaFrance Fire Engine & Foamite Ltd. delivered a 700 Series 75-foot service aerial to the Toronto suburb of Leaside. Placed into service at Leaside's impressive new fire hall on McRae Drive, the Model 7-75-AJO aerial bearing ALF factory serial number L-3585 had an open semi-cab and carried booster equipment. Following the 1967 amalgamation of Leaside and East York to form the Borough of East York, the 1949 American-LaFrance aerial was reassigned as East York's Aerial No. 2 responding out of the EYFD's headquarters hall on Woodbine Ave.

Following its retirement from East York, the '49 LaFrance was sold to Aurora, north of Toronto, where it began its third fire service career. Its original LaFrance V-12 engine was replaced by an international motor. When Aurora retired it, the LaFrance aerial was sold yet again -- this time to the Lambeth Volunteer Fire Department just west of London. Repainted and relettered for Lambeth, the 1949 LaFrance participated in several St. Thomas Musters before it was retired—for good this time -- in the early 1990s when London amalgamated Lambeth and its volunteer fire department. For several years the old ladder truck rusted away in a farm field on the north side of old Highway #2 between London and Lambeth -- a sad decline for the seasoned firefighting veteran.

Then it simply vanished -- until last year when we got a call from a well-known antique fire apparatus collector who was trying to identify a LaFrance 700 Series aerial stored in a hangar at the London airport. As it turned out he didn't buy the rig, which is in rough shape and not running. As far as we know the 68-year-old LaFrance is still there, still looking for a new home. After such a long and varied fire service career life it would be a shame to send it to the junkyard.



Ladder drill in Aurora





East Syracuse, NY Engine 3 is a 2000 Pierce Dash, 1750gpm/1000gwt.



East Syracuse Engine 1 is a 2009 E-One, 2000gpm/1000gwt/65 foot.



East Syracuse Truck 1 is a 2008 Pierce Dash 2000gpm/300gwt/100 foot. (Ken Walton photos)





Baldwinsville, NY,. Rescue 6 (Station 1) 1994 Freightliner FL80/E-One



Baldwinsville Fire Department, NY, (Station 1) Engine 7, 2014 Spartan Metrostar/Toyne 1500/1000



Baldwinsville Fire Department,. Squad 1, 2000 Ford F350/Reading (Ken Walton photos)





Boca Raton, FL Engine 3, a 2013 Sutphen 1500gpm/600gwt.



Palm Beach County, FL Engine 45, a 2013 Sutphen, 1500gpm/600gwt (Rick Loiselle photos)





Palm Beach County, FL Engine 23, is the busiest engine in the county, with over 2300 runs in 2016. It's a 2008 E-One Typhoon, 1500gpm/600gwt.



Palm Beach Gardens Truck 61, a Pierce Velocity tower, with a 2000gpm pump, 300gwt and a 100' platform. (Rick Loiselle photos)





Deerfield Beach ( Broward County Sheriff ) Engine 66, an E-One Typhoon, 1500/600.



Pompano Beach Truck 11, a Pierce Quantum 100' platform, 1500gpm, 300gwt.



Detroit's newest engines, 2016 Spartan/Smeal rigs, have 1500 gpm pumps and 500gwts. They are assigned to Engines 9, 17, 32, 39, 40, and 48. (Dan Jasina photo)





From Singapore, and SCDF Lighting Tender on a Mercedes chassis.



A new, 5th generation Light Fire Attack Vehicle.



The new haz mat unit, MDV 291. (Kenneth Lai photos).





Some of Manila Airport's CRTs, 002 is a 2013 Rosenbauer Panther 6x6.



07 is a circa 2007 E-One Titan 8x8 HPR with 50' Snozzle S/N 19575.



009 is a circa 2007 E-One Titan 6x6 S/N 131012. (Bob Dubbert photos)





Also from Manila Airport, their Command Unit.



Also from the Philippines, Tagbilaran Airport (Bob Dubbert photos)





More from the October shoot: Scugog Rescue 6-12, a 2006 Ford F650/Dependable rig used for ice rescues.



Scugog Tanker 6-1, a Ford/Superior, 1050igpm/1000gwt, S#SE 1451 (Desmond Brett photos)



## Roster - St. Catharines Fire Department – 1961 by Bob Rupert

Fire Chief - L. Arthur Burch

Population: 81,500

### Stations

Station 1 - 64 Geneva St. (Headquarters)

Station 2 - 190 Linwell Road

Station 3 - 285 Pelham Road

Station 4 - 14 Walnut St.

Station 5 - Brock St.

Station 6 - Queenston Rd.

### Apparatus

Pumper 1	1958 GMC / King Seagrave	625/500	S#5820
Pumper 2	1958 GMC / King Seagrave	625/500	S#5821
Pumper 3	1958 GMC / King Seagrave	625/500	S#5822
Pumper 4	1957 Ford / LaFrance	625/500	
Pumper 5	1950 Bickle Seagrave Custom Canopy Cab	625/500	
Pumper 6	1950 GMC / Seagrave	600/450	
Pumper 7	1949 International / Bickle Seagrave Open Cab	625/500	
Pumper 8	1946 Seagrave Custom Open Cab	700/80	
Pumper 9	1943 Seagrave Custom Open Cab	700/80	
Pumper 10	1946 GMC / Seagrave	420/200	
Pumper 11	1935 Seagrave Custom Open Cab	840/40	Pumper-Deluge
Aerial 1	1943 Seagrave Custom Open Cab	85' Midship service aerial	
Aerial 2	1956 Mercury M800 Big Job / Thibault	65' Midship junior aerial	
Tanker 3	1949 International K / ex fuel truck	PP/2200	



Recently noted, as it's currently for sale, this was Toronto Pumper 19, actually in service on the Toronto Island in Station 33. It's the only Mack L the TFD bought. (Neil McCarten photo)



## How a classic antique fire truck came back to Charlottetown

Firefighter Randy Flanagan remembers seeing the fire truck in action when he was a kid

By Pat Martel, CBC News Posted: Jun 03, 2016 8:40 AM AT Last Updated: Jun 03, 2016 8:52 AM



Randy Flanagan poses with the Bickle Seagrave fire truck he rescued from Nova Scotia. (Pat Martel/CBC)

Randy Flanagan was just a kid growing up in Charlottetown when he first saw the 1942 Bickle Seagrave fire engine in action. He didn't know then that one day he'd be a firefighter, and that he'd be putting in countless hours in his spare time to restore that bright red fire truck.

The Charlottetown Fire Department bought the Bickle back in 1942. But in 2003, the city determined the engine had past its prime and was just taking up space in the station. It was sold and re-sold a few times in Nova Scotia. Flanagan didn't know about the sale until after the truck was gone.

"After all those years of watching it, and then seeing it go to Nova Scotia, I didn't think I'd ever see it again," he said.

Truck for a toonie

And then, a few years ago, a colleague was leafing through a firefighting magazine when he spotted the old truck for sale in Bridgewater, Nova Scotia. Flanagan and his colleagues drove over to Bridgewater to see it. 'The seller finally said if we go over and pick it up they'll sell it to us for a dollar.' - Randy Flanagan

Flanagan said he wasn't sure at the time what work was needed to restore it. "It was parked outside with a tent over it, so it was out in the winter elements," he said. "It didn't run at the time, so we were not quite sure what we were getting." But Flanagan decided to bargain for the old engine.



The Bickle Seagrave was made in Woodstock, Ont. (Pat Martel/CBC)



The Bickle Seagrave in its heyday. (Submitted)

"We didn't do bad. They wanted \$9,000, and then \$7,000, then he come down to \$3,000," he said. "The seller finally said if we go over and pick it up they'll sell it to us for a dollar." The firefighters handed over a toonie and told the seller to keep the change.

More money than he thought

Flanagan said the restoration has taken hundreds of hours. They took off the running boards, the tank, and all the chrome. Flanagan is one of the few paid firefighters in Charlottetown, but he much of the restoration work is done on his own time.



"The job's started. Somebody's got to finish it," he said. "It's more money than I thought it was going to need. We're into about \$50,000 and it's not near done." Much of the funding comes from the donation box next to the 1929 LaFrance that's on display out front of the fire station, along with countless barbecues. "We used to sell hot dogs and sausages every Friday for about five years," he said. "We raised enough money for the paint job. That was \$13,500 for the paint job. That was a lot of hotdogs."

The city's heritage

Randy Flanagan said it's important that these historic vehicles are restored. "It is the history of Charlottetown and it is the history of the station. How fires were fought back then," he said.

"When you look at the trucks today, a ladder truck is \$1.2 million for a new truck. The LaFrance out front, when it was built and bought in 1929, it was \$15,000. It's just interesting to see how it's changed over the years. It's really good for the tourists. They love it."

Flanagan says the restoration of the 1942 Bickle Seagrave is almost finished. He's hoping that it will be ready to show off during the next Gold Cup Parade in August.





Two from Hamilton-Wentworth. The Steel City operated this 1964 Mercury/Trump 65' snorkel into the '80s. It was assigned to Station 6 on Sanford Ave. when this shot was taken. Stoney Creek received this Ford C900/Thibault 100' quint in 1971. It ran from the Lake Ave. hall and had a 1050igpm pump and 200gwt. (Desmond Brett photos)





An ALF



Andy at the wheel...



A couple of samples from the collection...





Operating a towing company in New York City was not joyful work in September 2001. “I used to go down to Ground Zero a lot,” Andrew Leider recalled, referring to the site in lower Manhattan where the World Trade Center towers stood before the Sept. 11 terrorist attack. “And we used to pick up a lot of the fire trucks of the first responders that were destroyed. We towed them away – took them to Staten Island for scrap.”

“That experience encouraged me to get involved,” he said. Honoring the firefighters meant a deep commitment: He wanted to rescue one of the trucks and preserve it. “So I decided to buy one fire truck,” he said. “Then I bought a second one. Then I bought some more.”

From that beginning, Leider acquired vehicles rapidly. His holdings grew far beyond the small homage he originally envisioned, now comprising some 500 fire trucks and fire engines.

There is a distinction that should be noted here: A fire engine refers to a vehicle capable of pumping water. The term fire truck is reserved for other types of vehicles, usually having one or more ladders. Furthermore, fire-fighting vehicles can be as small as an 18-foot pickup, or as long as a 45-foot hook and ladder truck.

“I consider them 20th century industrial art; each one is a unique piece,” he said. “That’s what got me hooked. Fire departments special-ordered each one to their individual needs and specifications. They’re not like dump trucks, where there are only so many variations you can get.”

Leider, 65, is trying to stop acquiring more fire trucks now. He’d like to shrink his collection somewhat but is constantly beseeched by fire apparatus owners to adopt one more piece. “People buy them and then realize they don’t have any place to keep them,” he said. The biggest problem with owning big fire-fighting vehicles is space. “Or departments contact us to donate their old vehicles. They don’t know what to do with them. I have a hard time seeing them junked.”

Also, “none of them are designed to sit outside,” he explained. “Inside, they will last a long time – longer than any of us now alive.” But outside, they deteriorate rapidly. Tires and rubber hoses rot, metal surfaces rust and electrical systems corrode.

Though most of his collection consists of vehicles from the last decade or two, he does own dozens of pre-World War II vehicles and a few dating back as far as 1915. “Those are the hard ones to find,” he said.

Leider bought an old Ethan Allan furniture manufacturing plant in Eldred, N.Y., to house the collection, hoping to develop a museum there. But the collection grew too large for that building, so he acquired another. That also became inadequate.

Also, Leider notes, the local government wasn’t especially welcoming to his museum idea. Ordinances were passed requiring him to upgrade the buildings at great cost, including installing a fire sprinkler system – ironic for a site that would house hundreds of working fire-fighting vehicles.

So he has purchased even larger buildings about 300 miles away in western Pennsylvania, where he feels more love from local officials. “I’ve moved about 270 of the vehicles there,” he said. “About 230 are still in New York.”

There are no firm plans for when he might open his dream museum, so at this point he only shows off his collection on special occasions like conventions hosting fellow collectors, parades or holiday displays.

“People love them,” he said. “We start ‘em, run ‘em down the road, ring the bells, turn on the sirens. They’re a lot of fun.” To see the original article, go to <https://www.hagerty.com/articles-videos/Articles/2017/02/16/one-more-fire-truck>





We've had a spate of vehicles coming out of the factories without graphics, here they are for you.



Zorra, ON purchased 2016 Freightliner FL112/Dependable pumper-tanker last year, it was assigned to Station 1 in Themselford. (DEV)



Argyle, ON recently received this 2017 Freightliner M2/Fort Garry engine, with a 1050igpm Hale pump, 800gwt and a 25gft. s/n M812



Youbou, BC recently got this 2017 Freightliner M2/Fort Garry truck. It has a 1050igpm Hale pump, 1000gwt and a 25gft. s/n M782 (Dave Stewardson photos)





Raymond, AB B.1 2017 IHC 4400/Fort Garry 840igpm(D)/1000gwt/25gft s/n M768 (DS)



Lesser Slave Lake, AB put this 2015 Freightliner M2-106/Pierce tanker in service in Flatbush. Tender 151 has an 840igpm Hale pump and a 2500gwt. (WFR)



Whitcourt, AB 2017 Freightliner M2-112/Maxi Métal 1250igpm(H)/2500gwt/30gft (MMFT)





Gleichen (Wheatland County), AB just received Wagon 35, a 2017 Freightliner M2/ Fort Garry tanker with a 420igpm Hale pump and 2000gwt s/n M765



Rosebud, AB took delivery of this 2017 Ford F550 4x4/Fort Garry Cougar brush unit in the spring. It has a Darley portable pump, a 333igwt and an 8gft. s/n M788 (Dave Stewardson photos)



Cape Breton, NS got this 2016 Spartan Metro Star/Dependable pumper last summer, with a 1500gpm Hale pump and a 1000gwt. (Dependable Emergency Vehicles)

# Three fire stations will meet Welland's needs

By [Dave Johnson](#), (Welland) Tribune Staff, Wednesday, March 29, 2017 4:25:26 EDT PM



Welland fire Chief Brian Kennedy

Welland will move forward with a new fire station headquarters/training facility and two satellite fire stations that will give residents “better front-door service for all types of responses.” The three-station model was approved at Welland city council’s general committee meeting this week. It will meet the needs of the city as it sees increased growth, said Welland Fire and Emergency Services Chief Brian Kennedy. In his report to council, Kennedy said it’s costly to maintain the five fire stations — three career and two volunteer — Welland has now.

Kennedy’s presentation contained cost projections that showed bringing four of the five stations into a state of good repair would cost taxpayers \$796,790 right now. Projected future costs of maintaining and investing in those stations was set at nearly \$4.9 million over the next 20 years. City facilities manager James O’Neill told council Welland’s fire stations have reached the end of their life cycle. To further cut costs, the fire chief’s report said the two proposed career firefighter stations could be built using one set of architectural drawings. All of the new stations would be built to energy-efficient standards, as well.

“Moving forward with building three fire stations to replace all of those that are failing makes good financial sense and maximizes the use of taxpayers’ dollars,” Kennedy said. “Even more so now that we have completed the building condition assessments.”

Closing the volunteer stations, one in Cooks Mills and the other on Rose Avenue northwest of Thorold and Rice roads, and moving those firefighters into a new headquarters would strengthen the relationship with the career firefighters, Kennedy told council. Ward 1 Coun. Mark Carl asked if closing the Cooks Mills station would affect the response time for volunteers who respond to calls from there. Replied Kennedy: “Cooks Mills was only supposed to be a temporary base. Once the (East Main Street) tunnel was open, it was to be taken down.” He said 95 per cent of the volunteers from that station live in the urban area.

“They have to drive out there and then respond back. Moving them into the core of the city will increase operational efficiencies,” he said. “I’ve met with the career and volunteer unions, and there is full buy-in for this proposal.” Kennedy said no new equipment would be needed. Ward 3 Coun. John Chiochio wondered about the human aspect of the move and having a training centre, asking whether it will make firefighters better at what they do. “Yes, it will increase our abilities greatly,” Kennedy said. “We’re training at the hockey house now and are very limited to what we can do there, though the guys have made the most of it.

“We have a proud bunch of firefighters who work and train hard, and new stations will continue to motivate them. By all means, it will increase the motivation for our volunteers and allow us to keep them on for a longer time,” Kennedy said. The chief’s report will come to council at its next meeting for final approval.  
[dajohnson@postmedia.com](mailto:dajohnson@postmedia.com), [@DaveJTheTrib](#)



Semi-recent deliveries...



Kincardine put this 2015 Freightliner M2-106/ITB medium rescue a couple of years ago. Rescue126 runs from Bruce County Stn.120. (Ian Duke photo)



Pelham received this 2015 Spartan/Dependable rig late last summer, it was previously a demo truck. It has, roughly, a 1050igpm pump and 775gwt. (Ken Buchanan photo)



Pickering runs this 2015 Spartan Metro Star/Smeal engine as Pump 56. It was purchased through Safetek. It sports a 1500gpm pump, 500gwt and 20gft. Also a FoamPro 2002 foam system. It has s/o number4394. (Safetek photo by Jeremy Cohen)





Paisley, ON bought this 2015 Freightliner M2-106/DEV for Tanker 85. It has a 1000gpm Hale pump and a 2500gwt. (Dependable Emergency Vehicles)



Colinton, AB recently got this 2017 Freightliner M2-106//Maxi Métal pumper-tanker. It came with a 1050igpm pump, 1670gwt and a 20gft. (Maxi Métal)



Innisfree, MB (Minburn Cnty) Tender 905, a 2016 Freightliner M2-106/Fort Garry tanker with a 420igpm Darley pump and 2000gwt. s/n M738 (Dave Stewardson photo)





Saint-Isidore, QC 531 is now a 2017 Freightliner M2-106/Maxi Métal walk-in rescue.



Annapolis Royal, NS Rescue 31 is a 2016 IHC Terrastar/Lantz medium rescue.  
(Lantz Emergency Vehicles)



Glace Bay, NS Rescue 3, a 2016, a Dodge/Lantz light rescue (Lantz)



**2nd ANNUAL**

# Walk of Flame

**A 5 km fundraising walk/run through Port Hope.**

Course starts and ends at the Canadian Fire Fighters Museum

**Sunday May 28th, 2017 • 11:00 am start time**

All participants and volunteers will be treated to a lunch time barbeque after completion of the walk. Bring your spouse, friend or dog!

Pledge forms available at:

[firemuseumcanada.com/pledge](http://firemuseumcanada.com/pledge)



**Prizes for  
the following:**

**First to Finish**

**(male and female)**

**Last to Finish**

**Most Money Raised**

