



# Third Alarm

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May – June 2020



Now that summer has arrived with a vengeance, we would normally be reflecting on the first tours of the year and you would be enjoying the shots from May but, for the first time in nearly 50 years, there is no spring tour. In its place, as we are looking back this year anyway, is a 1989 photo shoot from the city of Chatham (now part of Chatham-Kent Fire Svc). Chatham Unit 3 is this unique 1941 Pirsch 65' aerial. (Dean Nickerson photo)

Sadly, the July tour has also been cancelled.

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# THIRD ALARM

**Volume 50 Number 3**  
**May - June 2020**

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

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## **President's Message...**

As I write this we are into week 11 of the Covid 19 state of emergency in the Province of Ontario with no end in sight of the requirements for social distancing when out of home and in the company of persons not in one's immediate family. Groups must also be of 5 people or less. Some businesses are being allowed to re-open but social distancing and hand hygiene must be maintained at all times. Nationally, the border between Canada and the United States remains closed to all but essential travelers and the transportation of goods between the two countries. These conditions mean that the OFBA's usual yearly buffing activities are still on hold for now. Hopefully these restrictions will be eased by August which will allow us to participate in a couple of photo tours and the Collectibles Show and Annual Business meeting. As of now, the 2020 IFBA Convention in Nashville, slated for late October, is still going ahead although the proposed program may be altered and, unless the border is reopened, there will be no Canadian representation in attendance.

A consortium consisting of representatives from the OFBA, GTMAA and the Pompiers Auxiliares de Montreal have put forward a proposal to host the 2021 IFBA Convention in Ottawa and Gatineau in mid-September, 2021. Further details will be forthcoming as things progress. The proposed schedules for the August (Peterborough area) and September (2 days in Hamilton) photo tours are listed in this issue and I do hope to be able to see you at one or both of them. If able to go ahead with these tours we are also looking at a tour for October with details in the next issue.

Also included with this issue is the flyer for our 29th Annual Fire Services Collectibles Show and Sale to be held the morning of the annual meeting on November 7. Could each of you please forward this to your local fire service or station and ask them to post it on their notice board (s). Thanks.

Finally, please ensure that your addresses (postal and email) and phone #'s are up to date with the Membership Secretary as some electronic messages recently sent out have been bouncing back to the sender as unknown recipient.

Until next time, stay safe, Bob Rupert

## **From our Membership Secretary**

I trust that all of you and your families are managing to keep healthy and safe in these unsettled times, and look forward to better days ahead. A very special thanks go to all those first responders and others that are keeping us safe.

We would like to welcome back Paul Warren, who is rejoining us after a brief absence. And also a warm welcome to six new members, who are all part of the Commercial Truck Equipment family. They are Coll-eeen Parent, Alex Cafovski, Carey Feduniw, Derek MacDonald, Morgan MacKay and Rich Gale. Welcome. Hope you enjoy this issue of The Third Alarm. I will also be sending you the first two issues of the year.

To those of you who did not receive the March/April issue, which we were unable to have printed then, it is also enclosed in your envelope. Notes are also enclosed as a reminder for the few who have yet to send in their 2020 dues. No further issues will be sent to you until we receive them.

Judging by the amount of traffic lately, it appears that various facilities are slowly opening up. But caution must still be exercised in our daily lives. Keep well and keep safe.

Robert Herscovitch, Membership

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

Well, after a long and extraordinary spring, things are looking up, with restrictions being eased, and we can look forward to the late summer when we will most likely start touring again. Fortunately, some of our regular contributors are able to take photos, thanks to Ken Buchanan, Gary Dinkel, Doug Holmes, Shane MacKichan and Bob Rupert. Dean Nickerson has passed on a large number of tour shots from earlier years, many of which will be presented for your viewing pleasure as we look back on club activities. Thanks to Walt McCall for his historical piece and the photogs who added to that, as well to Dan Goyer for his piece on multi-steering rigs and those who contributed. Info was provided by Ken Buchanan, Gary Dinkel, Doug Holmes and Dan Goyer, also by Dependable Emergency Vehicles, Pierce, Hub, Fort Garry, E-One, Carrier Emergency Vehicles, 1200 Degrees, Commercial Truck and Hamilton Fire.

Desmond Brett, Editor, Third Alarm



## Calendar

July photo tour – cancelled

August 15 - photo tour Cavan-Monaghan, Peterborough & North Kawartha

September 12 & 13- two day tour in Hamilton

Oct. 27 to Nov. 1 - IFBA Convention, Nashville <https://ifba.org/nashville-2020-convention/>

November 7 - Annual Market and General Meeting, Region 10 AGM

### OFBA Photo Tour, Peterborough and Area

August 15, 2020

0900 hrs. Cavan-Monaghan Station 1 - 52 King Street East, Millbrook

0945 hrs. Cavan-Monaghan Station 2 - 1047 Mount Pleasant Road, Mount Pleasant

1030 hrs. Peterborough Station 3 - 839 Clonsilla Avenue

1115 hrs. Peterborough Station 1 (Headquarters) - 210 Sherbrooke Street

Lunch

1300 hrs. Peterborough Station 2 - 1558 Carnegie Street

1345 hrs. North Kawartha Station 1 - 66 Northey's Bay Road, Woodview

1430 hrs. North Kawartha Station 2 - 10193 Highway 28, Apsley

(Google Maps - Chandos Twp Fire Hall Stn 2 –Apsley)

HOME: Hwy. 28 South to Hwy. 7 West to Hwy 115

**\*Note: Except for START times, all times are approximate.**

A Look Back at Hamilton...



Pump 3 in yellow, a 1965 Mack B-85 pumper, 840igpm & 300gwt. (D. Brett photo)

**OFBA Photo Tour**  
**Hamilton Fire Department**  
**September 12 and 13, 2020**

**Top of the Hammer - Saturday September 12, 2020**

09:00 - 09:20	Station 19 - 3303 Homestead Rd Mt. Hope
09:45 - 10:15	Station 18 - 2636 Hwy 56 Binbrook
10:40 - 10:50	Station 14 - 596 Chapel Hill Rd Elfrida
11:10 - 11:30	Station 17 - 363 Isaac Brock Stoney Creek
11:30 - 12:00	Station 5 - 1227 Stonechurch Rd E
12:00 - 1:00	Lunch
13:00 - 13:20	Station 21 - 365 Wilson St. Ancaster
13:35 - 13:50	Station 20 - 661 Garner Rd Ancaster
14:00 - 14:15	Station 3 - 965 Garth St
14:30 - 14:50	Station 2 - 1400 Upper Wellington
15:00	Station 4 - 729 Upper Sherman

**Gritty in the City - Sunday September 13, 2020**

09:00 - 09:20	Station 16 - 939 Barton St E Winona
09:20 - 09:25	Station 15 - 415 Arvin Ave Stoney Creek
09:35 - 09:50	Station 12 - 199 Hwy 8 Stoney Creek
10:00 - 10:15	Station 7 - 255 Quigley Rd
10:30 - 10:50	Station 8 - 400 Melvin Ave
11:00 - 11:30	Station 9 - 125 Kenilworth N
11:40 - 12:00	Dofasco Fire Hall - Beach Rd and Ottawa St.
12:00 - 13:00	Lunch
13:00 - 13:30	Station 6 - 246 Wentworth St. N
13:45 - 14:30	Bayfront Park Bay St. N and Harbourfront Dr. - Station 1 and E 11
14:45 - 15:00	Station 10 - 1445 Main W
15:15 - 15:30	Station 23 - Memorial Sq. Dundas
15:40 - 16:00	Station 25 - 361 Old Brock Rd Greensville
16:15	Station 28 - 1801 Brock Rd Freelon



Box 43 Association of Hamilton is 70 years young this year. Above is their original truck, The second rehab service created in Ontario after Box 12 (1948), the group remains very busy and also services Burlington and Haldimand-Norfolk as well as attending major police incidents. The group has also contributed enormously to the OFBA, several of them were founding members of the club, many have sat on our executive and the current chief, Ken Buchanan, has organized numerous photo tours and provided the Third Alarm with a plethora of photos and rosters. So Happy birthday Box 43 and thank you for your service.



Box 43 now runs with this 2016 Venture Food Trucks build on a 2012 Ford Ultimaster chassis out of HFD Station 6. The group also operates a 2012 Chev Suburban as Box 43A. (HFD photo)





In September, 1989 Chatham, ON, the Chief drove this 1984 Chevrolet station wagon.



Station 1's first-away pump was this 1988 Mack MC/Superior with a 1050igpm pump and 500gwt.



Aerial duties were split between Unit 7, a 1965 International/Thibault 100' aerial with a 250igpm pump, and Unit 9 (Next page)



Blast from the Past, this is from the September 1989 photo tour hosted by the Tri-Lakes Fire Buffs, The roster appeared in the TA in October of '89, all photos courtesy Dean Nickerson.

#### Station No. 1 - Chatham Civic Centre

Unit #5	1988	Superior/Mack MR 1250/600 Canopy Cab Pumper
Unit #7	1965	Thibault/International 100' Service Aerial, 200igpm pump
Unit #9	1979	King/International 1050/200/75' Tele-Squirt
Unit #8	1979	King/Dodge 300 4X4 250/200 Mini-Pumper/Rescue
Unit #6	1980	Ford Cube Van/Whiting HazMat Unit
Chief's Car	1984	Chevrolet Station Wagon
Unit #3	1941	Pirsch/International 65' Open-Cab Aerial
Antique	1870	Hyslop & Ronald Horse-Drawn Steamer.

#### Station No. 2 - 270 Sandys Street

Unit #10	1984	Pierreville/Mack MS Midliner 1050/500 Canopy Cab
Unit # 4	1972	Thibault/International 1050/500 Canopy Cab



Chatham, ON Unit 6, a 1980 Ford Cube Van/Whiting HazMat Unit



Chatham, ON Unit 9, a 1979 King/International 1050/200/75' Tele-Squirt





Chatham, ON Unit #8 1979 Dodge 300 4X4/King Mini-Pumper/Rescue, 250igpm/200gwt.



Chatham, ON Unit # 4 1972 International/Thibault 1050igpm/500gwt



Another preserved Chatham rig, this 1951 Bickle Seagrave pumper became part of the Francis Glenn Collection. It has a 625igpm pump and a 500gwt. (All Chatham photos courtesy Dean Nickerson)



Ontario deliveries...



Hamilton, ON temporary Air 6, a converted 1995 KME rescue. This rig served as Rescue 1, Rescue 2, Rescue 11, Rescue 16, Rescue 25 and, lastly, Rescue 90. GSO2551. Ex-Rescue 28 will soon replace it.



Hamilton Pump 9 2019 KME Panther 1050-500-40F 300995 GSO10945 one of 3 Urban Pumpers, the others to P6 and P1. P1 not in service yet. (Ken Buchanan photos)



## The Apparatus Floor...

After 58 years, the volunteers of **Pointe-des-Cascades, QC** have disbanded and the town is now protected by **Vaudreuil-Dorion**. They took over on May 3, and are not likely to keep the '90s vintage rigs owned by the now defunct brigade.

**Taber, AB** opened their new hall on June 10. The single-story station at 6201 54 avenue has three drive-through bays and considerably more room than the old station.



Georgina's Keswick Station is sporting a new look, work on the new hall in Pepperlaw continues. (GFRS)

Report from **Hamilton** by Ken Buchanan: The last two rigs on the 2019 order have arrived: Pump 1 is the last LRT. The pumper will replace Rescue 1 which is scheduled to go to Rescue 18. Pump 1 will not go in service until the current recruit class graduates in August. Ladder 20 should go in service in a few weeks, the current Ladder 20 will go to Ladder 18, current Ladder 18 to Spare Ladder 41, current Ladder 41 will go to auction. Former Squad 28 is being converted into Air 6, current Air 6 will either go back to Spare R90 or the auction. There is currently a recruit class at the Academy, they are doing theory via home computers and will do practical at the MATC. When Pump 1 goes into service Station 1 will have Engine 1, Pump 1, Ladder 1 and the Platoon Chief.

From Gary Dinkel: **Kitchener** has a pumper and Haz Mat truck on order from KME. In **Kingston**, a new walk-around heavy rescue/hazmat in on order for for Station 7, The 2020 Spartan Gladiator/SVI rig is expected any time, a new crew will be assigned to it. **Quebec City** has contracted with Pierce Manufacturing through L'Arsenal to build up to 11 new rigs, both pumpers and aerials, with a new pumper and an aerial due this year.

From **Buffalo**: The Real Buff's Network would like to extend a Heartfelt Congratulations to Network Member Bob Andrycha a.k.a. F-84 on his retirement as Radio Supervisor for the Buffalo Fire Department Communications Division. Bob's signature radio checks while working on radios was well known by all Buffs that monitor the BFD frequencies. Bob has been a member of the BFD for 35 years and his extreme dedication and knowledge of everything Communications wise in the BFD will be sorely missed. Bob dedicated his career to making sure that the BFD had a top notch Communications system in place at all times. His knowledge is irreplaceable!

Bob and his staff's radio work extended far beyond just the BFD's radios. He was also responsible for the BPD radio fleet and many more radios citywide. He was a founding member of the Buffalo Fire Historical Society. Bob is also a top notch fire apparatus photographer. Many of his pics of BFD rigs taken shortly after delivery have been posted on the RBN for your enjoyment. Bob is an avid rail fan as well. Between the BFHS and Rail Museum Bob has dedicated thousands of hours to those organizations. Bob is known by many of our members and could be seen at Musters all around the country for years taking apparatus pics and selling collectibles at the shows.

Congrats from the OFBA as well



## Recently delivered in Ontario...



Recently in service in Cambridge is this 2020 Pierce Impel rig, Pumper 33 has a 1250igpm pump, 542gwt and 20 gft, serial no. 34256 (Gary Dinkel photo)



Mississauga, ON Pump101 now has this 2020 Pierce Enforcer pumper equipped with a 2000gpm Hale pump, 600gwt, 50gft and a Husky 3 Foam System. SN 32848.



New for Mississauga Aerial 107 is a 2020 Pierce Enforcer Ascendant 2000igpm Hale pump, 400gwt and 107' stick. It also has a Husky 3 foam system. SN 33850 (Pierce Fire Apparatus photos)



## Apparatus Roundup:

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

Centre Hastings (Madoc)		2019	Pierce Enforcer 7000 1665/400/15F/107' Ascendant SN 33288
Callander		2020	Freightliner M2-106/Metalfab tanker PP(CET)/2500igwt
Cambridge		2020	Pierce Impel1750gpm(H)/650 Husky 3 Foam System SN 34256
South Glengarry	P. 4	2020	Spartan Metro Star/DEV pumper
Caledon	T. 3	2020	Freightliner M2-112/Dependable 1750gpm(H)/2700gwt
McKellar	P. 1	2020	Freightliner M2-106/Metalfab 1050igpm(W)/1500gwt FoamPro 1600 FS
Mississauga	P.101	2020	Pierce Enforcer 2000gpm(H)/600gwt/50gft Husky 3 Foam System SN 32848
Mississauga	A.107	2020	Pierce Enforcer Ascendant 2000gpm(H)/400gwt/107' Husky 3 FS s/n 33850
Port Hope	184	2020	DEV pumper
Quinte West		2020	Freightliner M2-106/Pierce1250gpm(H)/1000 Husky 3 Foam System SN 33288
Ottawa	L.13	2020	E-One HR100 1333igpm/250gwt/100' SO#142980
Ottawa	L.42	2020	E-One HR100 1333igpm/250gwt/100' SO#142981
Ottawa	L.47	2020	E-One HR100 1333igpm/250gwt/100' SO#142982
Ottawa	T.35	2020	E-One 1250igpm/250gwt/95' rear-mount tower, SO#142983
Hamilton	P. 1	2019	KME Panther 1050igpm/500gwt/40gft GSO-10944
Hamilton	P. 9	2019	KME Panther 1050igpm/500gwt/40gft GSO-10945
Hamilton	L. 5	2019	KME Severe Service 1050igpm/400gwt/100' GSO 10836
Hamilton	L.20	2019	KME Severe Service 1050igpm/400gwt/100' GSO 10836
Springwater	T.25	2020	Pierce MaxiSaber 1050igpm/1500gwt
Six Nations	T. 2	2020	Freightliner M2-106/Pierce1000gpm(H)/3000 Husky 3 Foam System SN 34200
Six Nations	T. 3	2020	Freightliner M2-106/Pierce1000gpm(H)/3000 Husky 3 Foam System SN 34202
Windsor	E. 6	2020	Rosenbauer Commander 6011 1050igpm
Strathroy-Caradoc		2020	Spartan Metro Star/DEV pumper
West Lincoln	P. 2	2020	Spartan Metro Star/Dependable 1050igpm/800gwt/15gft

### OUT WEST

<b>Lake Country, BC</b>	E.71	2020	Spartan Metro Star/Fort Garry 1500igpm/800gwt
Richmond	E. 1	2020	Pierce Dash CF PUC 1250igpm(P)/375gwt/40gft SN 33650
Yale	No. 8	2020	Freightliner M2-154/Hub 1250igpm(W)/1000gwt/20gft SO#1259
Kelowna	E. 5	2019	Spartan Gladiator / Hub 1250igpm/500gwt/40gft SO#1257
Mill Bay	Util.71	2019	Ford F-350 / Sigma Safety utility
Fort Simpson		2020	Freightliner M2-154/Hub 1050igpm(H)/1600gwt/15gft SO#1260
West Vancouver		2019	Pierce Enforcer 7010 1750igpm/330gwt/35gft SN 33941
Sechelt	E. 1	2020	Pierce Saber FR / Maxi Métal VIO pumper
Williams Lake	T.12	2020	Freightliner M2 106/Rosenbauer 840igpm/1500gwt
Nanaimo, Black Diamond Engine Co		2020	Pierce Velocity 1665igpm/400gwt/20gft/110' Ascendant platform 34147
Helitsuk Nation - Bella Bella		2020	Freightliner M2-154/Hub 1050igpm(H)/600gwt/20gft SO#1265
<b>Stirling, AB</b>	Br.1	2020	Ram 5500 HD /Flash Fire & Safety 23hp PP(Waterax)/420gwt/30gft
Northern Sunrise County, AB		2020	IHC HV/ Fort Garry medium rescue, 375igwt, 14' box
O'Chiese First Nation		2019	Ford/Acres mini pumper
Stoney Nakoda First Nation		2019	IHC MV607/Acres pumper
RM of Wood Buffalo	E324	2020	Pierce Velocity FR 8426 1500igpm(W)/540gwt/42gft sn 34207-01
RM of Wood Buffalo	E325	2020	Pierce Velocity FR 8426 1500igpm(W)/540gwt/42gft sn 34207-02
Cariboo Dist. (Kersley)		2019	Freightliner M2-106/Fort Garry Crusader 1050igpm(H)/2500gwt J0026
Cariboo Dist. (Interlakes)		2019	Freightliner M2-106/Fort Garry Crusader 1050igpm(H)/1000gwt J0027
<b>Winnipeg, MB</b>		2020	E-One Cyclone HP 100 1750igpm/100' tower
Dauphin	R.15	2020	Freightliner M2 106/Fort Garry Heavy Rescue

### QUEBEC & THE MARITIMES

<b>Portneuf, QC</b>	708	2008	Freightliner M2-106/Rosenbauer 1050igpm/1500gwt
Larouche	336	2003	Freightliner FL 80/Carl Thibault 840igpm/3000gwt ex-Saint-Jean-sur-Richelieu
St. Donat		2020	Rosenbauer Avenger pumper
<b>Halifax, NS</b>		2020	Pierce 100' platform 2000igpm/300gwt
Liverpool		2019	Freightliner FL 112/Maxi tanker
<b>Simonds, NB</b>	E.1	2020	IHC MV607/MetalFab 420igpm(H)/1500gwt FoamPro 1600 FS
<b>Charlottetown, PEI</b>	R. 2	2020	Dodge Ram 3500 4x4 MFR



Hamilton, ON's new Ladder 5, a 2019 KME Severe Service quint, it sports a 1050igpm, 400gwt and a 100' aerial. (Ken Buchanan photos)



Hamilton Rescue 28, one of three heavy rescues transferred from downtown to volunteer stations and replaced with pumpers. The is ex-Rescue 4, 2010 KME Severe Service walk-around rescue, Rescue 1 is going to Station 18, Rescue 12 went to Station 19. (GSO#7975) (Doug Holmes photo)





ArcelorMittal Dofasco have donated former Rescue 1, a 2008 Wilcox - Freightliner M2 rescue, to the Beausoleil First Nations FD on Christian Island Ontario. (Info and photos supplied by Ken Buchanan)



Pictured here, left to right, Owen Monague (Deputy Fire Chief, of the Beausoleil Fire and Emergency Services), Allan Manitowabi (Fire Chief of the Beausoleil Fire and Emergency Services), Shawn Tilbury (Fire and Security Operations, ArcelorMittal Dofasco) and Dale Wilson (Fire Prevention, ArcelorMittal Dofasco).





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



Kelowna, BC Engine 5 is a 2019 Spartan Gladiator/Hub product with a 1250igpm pump, 500gwt and 40gft.  
SO#1257 (Shane MacKichan photos)



Williams Lake, BC Tender 12 now has a 2020 Freightliner M2 106/Rosenbauer rig, 840igpm/1500gwt.





Pump 22, a 1981 Pierreville/International 840i gm with a 300gwt. (Gary Dinkel photo)



The first rig labelled Air Supply 1 was a 1983 Wilcox/International 1610. (Bruce Griffin photo)



Rescue 1, a 1984 MTI/PK Welding/International heavy squad. (Desmond Brett photo)



## HISTORICALLY SPEAKING: THE "CORNBINDER" ERA

By Walt McCall

Among serious fire apparatus buffs (like us) there are just two kinds of fire trucks – customs and commercials. The customs – American-LaFrances, Seagraves, Ahrens-Foxes, Macks, Pirsches, Maxims, etc. designed and built from the ground up exclusively for fire service – are the glamor queens of the hobby and are eagerly photographed on our photo tours and at musters and parades. Then there are the commercials – pumpers, aerials and rescues built on plebian standard-issue commercial make truck chassis – Fords, Chevrolets, GMCs, Dodges, Internationals and less familiar makes like Reo and Diamond-T.

For most of the 20th century, like other major cities the Toronto Fire Department used mostly custom-chassis apparatus -- the majority of them American-LaFrances, with a few Bickle-Seagraves and Macks thrown in. In 1939 the TFD purchased an open-cab LaFrance/Ford pumper for Station 33 on Toronto Island. That same year Toronto also placed into service two hose and booster rigs on open-cab International "D" series chassis. In the late 1960s and into the '70s, the Toronto Fire Department bought a significant number of pumpers, aerials and rescue squads on Ford tilt-cab "C" series chassis. But that's a whole, 'nother story.

In the early to mid-1980s, the T.F.D. purchased and placed into service no fewer than fourteen pieces of apparatus built on tilt-cab International Harvester Cargostar chassis powered by Detroit Diesel engines. Because of the company's origin and fame as a maker of agricultural machinery – reapers, binders, etc. – International trucks were often nicknamed "cornbinders".

Twelve of the 13 Internationals on the T.F.D. roster were built by Pierreville Fire Trucks of Pierreville, Quebec. The first of these were a pair of 840 gpm canopy cab pumpers with 300-gallon booster tanks delivered in 1981. Built on International Cargostar chassis with low-set chrome grilles with three horizontal bars, they went into service as Pumpers 22 and 27. Eight more Pierreville/Internationals were delivered in 1982. They included five 100-foot aerial ladder trucks and three more pumpers, the latter with larger 1050 gpm pumps. The canopy cab service aerials went to Stations 8, 12, 14, 15 and 24. The pumpers were assigned as Pumpers 9 and 19.

Two more Pierreville/International 1050/300 pumpers were delivered in 1983 and went into service at Stations 14 and 17. Another "cornbinder" was also purchased this year – Air Supply #1 – also on International Cargostar chassis with a Wilcox utility type body. The last of these Internationals were delivered in 1984, a heavy rescue with three-man tilt cab and a big MTI/PK Welding box-type body assigned to Rescue Squad #1. Two additional Internationals were purchased in the 1990s – a 1993 Dependable mobile command unit and a new PK Welding mobile canteen for Box 12 purchased in 1995.



Aerial 22, one of the 1982 Pierreville/International 100' aerials (Fred Beeton photo)





Old Pumper 111, a 1977 Ford C-900 / Thibault pumper, 840igpm/800gwt.



Old Pumper 6, a 1976 Ford C-900 / Pierreville pumper, 840igpm/600gwt



Present Tanker 111, a 1989 Ford L-8000 with a portable pump and 1800igwt.  
(Neil McCarten photos)



## The Airport Section...



One of three Oshkosh Strikers from Cardiff Airport in Wales, delivered in 2016. Red 1 is a model 3000, with an 11,340L water tank and a 1,600L foam tank. They were purchased through Terberg DTS UK.



London Southend Airport Fire 1 runs with this 2012 Hyundai Kona. (Andrew Henry photos)





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



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



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





One of more than a dozen multi-steer vehicles used by the TFD over the years, this 1931 LaFrance Type 233 ladder truck has been preserved as an historic piece and is still on the road. (Desmond Brett photo)

From the early development of the wooden aerial ladder of the late 1800's until present day, a large number of fire apparatus have relied on more than one steering axle to help the responding fire apparatus reach the scene of the emergency quicker. Maneuverability has always been an important consideration for fire apparatus so I've chosen to explore a variety of different ideas that have been used in the fire service worldwide to enhance the turning capabilities of different types of fire apparatus vehicles.

Daniel Hayes unveiled his version of an aerial ladder in 1868, his design was considered the first practical design of an aerial ladder in North America. He sold his first aerial ladder to San Francisco in 1869 and in 1872, Los Angeles bought one of his spring raised aerial ladders. The antique Los Angeles Hayes aerial on display in a fire museum clearly shows a position for a firefighter to ride at the rear of the ladder truck. Tucked under the main ladder is a position for a firefighter to operate a large horizontal steering wheel to steer the rear wheels of this horse drawn piece of firefighting apparatus. It's quite possible that the 1872 Hayes may be the first tillered aerial ladder build, that innovation has remained a part of the North American fire apparatus inventory from coast to coast. At present, the only Canadian city to operate tillered apparatus is Quebec City.



One of Quebec City's two TDAs, a 2013 Pierce Arrow XT 6710 with a 105' aerial. (Nicolette Caccia)

In 1948, D.H Spangler designed the Spangler Dual and Hahn Motors built the two units that were completed. This truck had dual everything, dual 500 GPM pumps, dual Ford Engines, dual wheeled tandem front steering and tandem rear axles as well. The two completed trucks were overly complex for their day and faced numerous mechanical issues, only one was actually placed into fire department service. However, the concept of tandem front steering axles would be revisited.





One of the 1962 FWD P-2 CFR rigs, this went to McChord Air Force Base. Red 6 was a 1962 FWD P-2 that underwent a 1983 Quality rebuild, equipped with a 1400gpm pump, 2300gwt and 200gft.

In 1962, the FWD Corporation won the contract to supply the USAF with large 8X8 crash trucks. The chassis included tandem front steering axles which allowed the overall length of the P-2 to remain short, in addition it offered superior maneuverability and the ability to carry the heavy agent quantities safely. The trucks were so well liked that they were repowered and upgraded starting in 1978 and continued on to serve for many more years. Quite innovative in its day, the P-2 tandem front steering axle arrangement would become a commonplace development in ARFF worldwide in the years to come.

Seagrave, a well-known builder of fire apparatus, thought they would offer something a little different with the Rear Admiral ladder truck design. The placement of the aerial ladder at the rear of the chassis already reduced the overall length as compared to a midship or tillered aerial but Seagrave went a step further and offered the option of all wheel steering. Chicago Fire Department ordered one for use at O'Hare airport and several others were reportedly built but two short years after being introduced in 1967, the all steer option was abandoned. One problem is that the single rear wheel would greatly limit the amount of equipment that could be carried on the aerial ladder body due to the load restrictions of the steering rear axle.



McChord AFB also had this 1988 Oshkosh P-15 CRT, it had twin 1250gpm pumps, a 6100gwt and a 515gft, all stats in U.S. gallons. (Photos by Dan Goyer)



Tandem front steering on large airport crash trucks took on a whole new dimension when the USAF set out the proposal for the P-15. Oshkosh won the contract with the 8X8 design that carried 6100 US gallons of water and 515 US gallons of foam, the truck was a beast. Oshkosh also produces the M-12, M-15, and M-23 series which were the civilian versions of the P-15 with different water tank sizes. A good number of larger airports in the US operated the M Series including: Los Angeles, Atlanta, Anchorage, and Phoenix. Boeing operated a number of these giants at the three plants in the greater Seattle area .

In 1970, Europe saw the first large airport crash truck built on an 8X8 chassis. The cab and chassis were designed by FAUN, a German commercial vehicle chassis manufacturer, and the bodywork was completed by Metz. Firefighting agents included (18000L) 4000 gallons of water and (1800L) 400 gallons of foam. This particular truck was commemorated by Siku, a die cast model company, highlighting the significance of this first FAUN 8X8. Other European manufacturers would use the Faun chassis for their large crash trucks. Saval-Kronenburg built a number of FIKFZ 3500 crash trucks for the German Air Force. These FAUN chassis vehicles had an interesting tandem front steering axle arrangement with a single rear non steering axle, which gave the truck a tighter turning circle. Towards the end of the 1980's, FAUN left the airport chassis manufacturing business to focus on mobile crane chassis production after becoming part of Tadano Cranes.



Echelle Arienne 24 of the Sapeurs Pompiers de Paris being presented to the public. This was a 24m (78') aerial, the rig did not carry other equipment.

The Sapeurs Pompiers de Paris were searching for a compact aerial ladder and therefore sought the assistance of the French aerial manufacturer Riffaud. Based on a Salev TT 15 all-terrain, all-wheel drive forklift chassis, Riffaud modified the chassis by relocating the cab, adding four H style outriggers for stability and installing a 24 meter four section Riffaud ladder at the rear of the chassis. The tight turning radius afforded by the short vehicle length and four wheel steering, negated the need for the aerial to rotate. Several of these EATT, Echelles Automatique Tout Terrain, which roughly translated to all terrain automatic ladder, were placed in service by the Sapeurs Pompiers de Paris. It is unknown how long they remained in service however the all steer capability the EATT design exhibited would be copied by many other manufacturers in years to come.





A Kumatsu Morita all-terrain aerial with a five-section Super Gyro ladder.

As a teenager I first came across an interesting Matchbox toy fire truck that looked unlike any ladder truck I had ever seen... it would be many years later before I became aware that it was modeled after an actual Japanese aerial ladder design. It's possible that someone in Japan was familiar with the EATT design used in Paris. Morita worked in conjunction with heavy equipment manufacturer Komatsu to develop their own version of the compact aerial and debuted it in 1985. A 4 X 4 all wheel steering mobile crane chassis was chosen as the base and a uniquely styled double wedge shaped four door low profile cab was fitted. Underslung criss cross outriggers provided chassis stabilization. The front outrigger set was located forward of the front wheels, under a notched cutout under the rear doors of the cab while the engine retained its original rear mount position, making it easy to mount the turntable base. Morita had just completed development of their Gyro turntable leveling system and that was fitted as part of the 5 section ladder set installation. The Gyro base uses two tapered rings to change the angle of the ladder superstructure to keep the rungs level regardless of chassis tilt. The initial five units built on the Komatsu chassis were found to be substantially underpowered for fire department use and therefore Morita sought another suitable chassis with increased horsepower.

Morita turned to Nissan Diesel and the AZ30D mobile crane chassis was chosen to replace the Komatsu chassis. Similar in many respects to the previous version, there were some changes in design owing to a different chassis being used. The engine was located in the rear portion of the four door cab and a large doghouse occupied the area between the two rear seats. The outrigger design was changed to the H style, retaining the previous outrigger locations. The ladder set was changed to a four section aerial. It's unknown how many of these were built by Morita. Japan's other fire apparatus manufacturer Nihon Kikai Kogyo (NIKKI) offered their version of a similar design using the same chassis and cab styling. The Morita and Nikki designs were hard to differentiate except for slight differences in aerial Ladder design. There were still speed issues associated with the underpowered crane chassis. Rather than abandon the all-wheel steer concept, a new Nissan Diesel chassis known as the FJ type was developed.





The next generation of two axle, all wheel steer aerial ladders were offered by both Morita and Nikki for their aerial ladders. A roomier low profile 4 door cab with a large windshield area and a higher horsepower engine improved overall performance and functionality. A more discrete outrigger system was used, with the front outriggers retained their position forward of the front steering axle, under the cab rear doors. Nikki still offers their AWS version however it is unclear if Morita still offers AWS.



Calgary's 1998 E-One Hurricane/Superior/Bronto 50m HLA model with dual steer front axles. (Dan Goyer)





The Bronto F112HLA, at 112m or 335', on a 2010 Mercedes Benz Actros chassis. (Rosenbauer photo)

In the mid 1980's Bronto Skylift started to make some big multi section telescopic aerial platforms that were reaching heights of 50 meters and beyond. The weight of the torque box, outriggers and firefighting booms meant that tandem front steering axles would be needed to handle the increased weight. In 2010 Bronto unveiled the F112HLA, the world record holder at 112 meters, mounted on a seven axle Mercedes-Benz 76.60 chassis with two of those axles being steered axles.

In 1993, Spartan and S & S Tank introduced the Twin Steer, a non-driving self-steering rear axle in the tandem axle configuration. By allowing the rear axle to freely follow the turning circle of the front steering axle, the turning circle was reduced to 48 feet. The short four door tanker held 3000 US gallons of water with a midship 750 US GPM pump. The Twin Steer + version was based on a Freightliner 112 and is had a slightly larger 55 foot turning circle with a bigger pump and 3000 US gallon water tank. Spartan would later offer the non-driving self-steering rear axle as an option for aerial ladder trucks, it is unknown how many Twin Steer units were delivered.



Tualitan Valley, OR Squirt 34 is a 2004 Pierce Dash (1500/750/25A/50B/61' Skyboom)

In 1994, Pierce introduced their all wheel steer, AWS, product. Originally developed by the Oshkosh Corporation, parent company of Pierce, the all-wheel steering option was available on a variety of fire apparatus including pumpers, rescue units and of course aerial ladders. The all steer option was not available for aerial platforms as the heavier weight exceeded the axle capacity of the rear tandem single



wheels. The electronic AWS had three modes, front steer mode, coordinated steer mode and crab steer mode. In front steer mode, the rear wheels were mechanically or electronically locked in the neutral steer position. In the coordinated mode, at speeds between 2 and 35 MPH, the rear wheel axle(s) would steer opposite to the front axle decreasing turn radius up to 30 percent, especially when used in the low speed coordinated steer mode that operated between 2 and 10 MPH. The crab steer mode has all axles pointed in the same direction so that the vehicle can move diagonally; this option was designed to be used at speeds of less than 10 MPH. Unlike a non-driving self-steering rear axle that would jackknife if backed up, the AWS is a positive steering system that works equally well regardless if the vehicle is moving forwards or backwards.

Pierce did have some success with the AWS product, the majority of All Steer units being aerial ladders. In 1995, other North American manufacturers started to offer self-steering or a trailing tag axle. Simon Duplex had an automatic rear steering axle made by Ridewell available as an option. ALF, HME and KME offered a trailing passive steering tag axle as an option. Some departments experienced issues with the rear wheel steering options so they quickly disappeared from the offerings of most manufacturers after being offered for a short time.



A slightly later model of the DLK23-12 aerial ladder mounted on a 2001 Mercedes Atego 1228 6x2 chassis with front and rear steering axles. (Truck1.NL photo)

The Stuttgart Germany Fire Department approached Magirus as the department was searching for an aerial ladder that could maneuver easily amongst narrow city streets. In 1997, Magirus delivered a number of AWS two axle rear mount DLK23-12 aerial ladders mounted on the low profile aerial ladder chassis manufactured by Iveco. Stuttgart had recently taken delivery of its third generation of this style of AWS aerial from Magirus. Numerous fire departments in Germany utilized AWS aerials.

In 2000, Magirus unveiled the Octopus range of vehicles based on a common two axle all wheel steering chassis. The modular body concept included a rescue pumper, short wheelbase pumper and the HULF, which is a rescue pumper with aerial boom, the boom would later be known as the Multi Star. The Octopus range itself was not successful however components of the concept such as the articulated aluminum aerial device and the all wheel steering are still available today.



In 2001 when Oshkosh unveiled the Striker Series of airport crash trucks, the 6X6 and 8X8 versions were provided with a rear axle steering option, this would help reduce rear tire scuffing and improve high speed cornering for the airport crash trucks. In time other ARFF chassis manufacturers would offer rear wheel steering as an option as well.

In 2013 Hannover had Magirus Lohr deliver a number of pumpers with AWS, the Hannover Fire Brigade wanted to use the Mercedes Benz Econic Low Profile chassis for the pumpers. Paul Nutzfahrzeug provides a RAS, or rear axle steering conversion for the MB Econic chassis for the fire service using an electro hydraulic steering system for the rear axle. The chassis can be used for either pumper or aerial ladders. Paul also makes a steered trailing axle conversion for the MB Atego chassis, this is a popular chassis for aerial ladders. Frankfurt am Main fire department just took delivery of 10 Rosenbauer L32A-XS 3.0 articulated Aerials based on the Atego chassis. Frankfurt's first version of the trailing steerable rear axle was placed in service in 2001. The compact turning circle while increased load capacity afforded by the trailing axle has benefitted the city well. This is another popular multi axle steering option common in Germany and other areas of Europe.

Paul has recently made the RAS available on the MB Atego chassis. Rosenbauer recently delivered an aerial to Freiburg with that option.



THE HME demonstrator purchased by West Nipissing in 2016 is a 2012 HME 1871 Spectre equipped with a 1500gpm pump, 500gwt and a 104' tower. (HME photo)

The West Nipissing Fire Department took delivery of the demo HME Scorpion four axle rear mount tower in 2016. Built in 2012 on an HME Spectre chassis, the short four door cab had been modified so that the doors on the same side of the chassis has the same profile to fit in between the two front steering axles. The truck boasted a 208 inch wheelbase while maintaining the ability to be fitted with a 1500 US GPM pump, carry 500 US gallons of water and support the weight of a 104 foot rear mount aerial platform. It's believed that it may have been the only tandem front steering tower built by HME.





Kent Washington's 2010 Pierce Quantum 1500/800/50A Fm/61' CAFS with All Steer (US Measure)

In December of 2016 Pierce introduced the TAC-4 T3. Unlike the earlier electronic version of the all steer, the TAC-4 T3 IRS is a fully mechanical system which should eliminate the problems that were encountered with the electro optical sensing system found on the previous generation of AWS.



Rosenbauer Concept Fire Vehicle on tour across North America, here visiting Boise, ID. (Boise FD)

Rosenbauer unveiled its innovative hybrid electric fire truck in 2016, which coincidentally is Rosenbauer's 150<sup>th</sup> year of manufacturing fire equipment. The CFT, Concept Fire Vehicle, is a 475 HP electric motor battery powered vehicle that includes a six cylinder diesel engine for range extension or fire pump extended operations. The vehicle is an all-wheel drive, all wheel steering design to help in an urban setting. The chassis can be raised or lowered to suit the situation and it has been fitted with a Rosenbauer normal and high pressure fire pump. Throughout its worldwide tour, the electric fire truck has generated much interest and a number of fire departments have lined up to order and evaluate the CFT in their fireground situations. The first North American Fire Service to purchase one of these CFT's is the Los Angeles Fire Department. The Berlin Fire Brigade is also evaluating one unit and there is much interest in the CFT in Australia as Canberra has one on order and the fire service for the city of Amsterdam also has one on its way.





Back in 1916, the merchants in Selkirk banded together to form a volunteer fire brigade and chipped in to purchase two Bickle chemical carts and a Bickle ladder wagon. The men would pull them to the fire. They were the primary means of extinguishment until 1926 when the village bought a Dodge pumper. They were retained by the brigade and then restored by W.G. Lindsay, the second fire chief (1946 to 1963). He passed them on to his son, Bill (pictured above), who has kept them in superb condition. (Picture courtesy Bill Lindsay via Rob Simpson)



One of the chemical carts, above, and the ladder wagon, below.





## Saint John to lose 10 to 15 per cent of fire service

Connell Smith, CBC, June 22, 2020.

Saint John council has approved the elimination of 24 firefighter positions and the closing of a fire station as long-discussed municipal cutbacks became real Monday night. The Fire Department cuts will save the city \$1.87 million toward \$10 million in total cost reductions to be implemented by the end of this year as the municipality responds to anticipated deficits in 2021 and 2022. Twelve full-time firefighter positions and 12 Holiday Relief firefighter positions (also largely full time) are to be eliminated, leading directly to the decision to close Fire Station 8 in Millidgeville. Operations at the Millidgeville station will wind down by the end of this year with calls directed to Fire Station 5 on Adelaide Street in the Old North End. Fire Chief Kevin Clifford told city councillors the service impacts from the change will be 'substantial' with 10 to 15 per cent of the department being eliminated.

"We're going to lose three, three and a half minutes if you're trying to get to the Millidgeville station," said Clifford. "We're going to lose capacity at some of those larger fires. We're going to lose the ability to respond to multiple incidents at the same time." Having said that Clifford acknowledged the municipality's need to reduce costs.

### Millidgeville 'least vulnerable'

Suburban Millidgeville is home to the Saint John Regional Hospital, The University of New Brunswick, and many low rise apartment buildings. But it is identified in a report to city councillors as the area "least vulnerable" to risk. "Modern construction, modern subdivision plans, and extensive use of fire suppression and alarm systems are all helpful in minimizing the risk that an increased response time presents," said the report authored by Chief Clifford. "It will cause less pain overall for the whole city," said Deputy Mayor, Shirley McAlary, whose home is located a few blocks from the Millidgeville station.



Saint John Fire Chief Kevin Clifford (above). "We're going to lose capacity at some of those larger fires. It's important for the community to know we still have a good fire service," said mayor Don Darling. "We have incredibly dedicated first responders." A consultant's review of the fire department is planned but has yet to be commissioned. It will "map out fire service strategy and applicable fire service level" for the next 15 years. Among other things, it will take into account the city's financial position. The IAFF union local representing city firefighters had asked that the third-party review take place before any cuts to the department are made. The Department's budget for 2020 is \$24.9 million. It has 136 full-time firefighters and 22 holiday relief firefighters. A further 10 holiday relief positions are currently vacant.



## **MetalCraft Marine to build largest boat in their history**

The UK-based naval architect firm Walker Marine Design (WMD) has announced the award of a contract to Canada's MetalCraft Marine Inc. (MCM) to build a new firefighting (FiFi) vessel for Kuwait. Construction on the 82' FireCat will begin imminently, with delivery to Kuwait anticipated in 2021.

The new FireCat is first in class and has been customized to precisely meet MCM's Kuwaiti customer's specific requirements. The end-user required a high-speed catamaran being capable of delivering a multitude of duties including vessel escort, humanitarian and disaster relief, casualty evacuation and firefighting.

Following extensive research and discussion, the resultant design for the craft is based on a wind farm service vessel (WFSV), which provides the solution to speed and stability, together with enhanced access via extended stern platforms, as well as a docking station and crane for the daughter craft.

The FiFi vessel will be equipped with two MTU engines delivering speeds of up to 25 knots. She features a twin-storied wheelhouse which will provide excellent visibility, will carry four crew, and is fitted with four berth cabins, medical room, and equipment storage space. She also uniquely boasts six monitors, which deliver 11,000 gpm.

"This is a fantastic achievement for WMD, particularly as we have been selected from a global list of established players. This vessel wholly reflects our business' ethos of delivering innovative naval architecture to a worldwide audience," James Walker, principal naval architect of WMD, said in a statement announcing the agreement. "Our designs are already operating successfully in Asia, Europe and the Americas, and this contract further cements our belief that WMD is the best in its field."



Drawings of the proposed craft, with extendable turrets down and up.  
The 82' FireCat should be in service next year. (Workboat.com)





Recently delivered in Ontario...



Six Nations, ON Tanker 2, one of two new 2020 Freightliner M2-106/Pierce pumper-tankers. They have 1000gpm Hale pumps, 3000 gwt and Husky 3 foam systems, SN 34200 (Pierce Fire photo)



Springwater Twp., ON Tanker 25, a Pierce MaxiSaber 1050igpm/1500gwt (1200 degrees photo)



Wasaga Beach, ON Rescue 5, a 2020 Spartan Metro Star/Dependable heavy rescue s/n 53358





McKellar, ON P. 1, a 2020 Freightliner M2-106/Metalfab pumper-tanker has a 1050igpm Waterous pump, 1500gwt and a FoamPro 1600 foam system. (MetalFab Fire Trucks Photo)



Imperial Oil Nanticoke, ON delivered on 21-Mar-19 2020 F-550/HME mini-rescue s/n23085



Brock Twp. ON T.83, also 2019 Freightliner M2-106/Dependable, 2500igwt (Photos courtesy Dependable)



Recently delivered in Canada...



RM of Wood Buffalo, AB Engine 324 is a 2020 Pierce Velocity FR 8426 with a 1500igpm Waterous pump, 540gwt and a 42gft. j/n 34207-01.



Northern Lights, AB Engine 2, a 2020 Pierce Saber 4x4 with a 1500igpm Waterous pump, a 750gwt and a Husky 3 foam system, j/n 33997. (pierce Fire Photos)



Kennebecasis Valley, NS Engine 2 - 2019 Spartan Metro Star/Dependable 1250igpm/1000gwt



**More Cornbinders in Metro.** North York was famous for its long-time relationship with IHC (covered in the last issue) but they were popular with other suburban Toronto departments as well. York Township had a matched pair at Station 3 after the war, and had several more in the '80s, Weston had at least one.



York Township Pumper 3, a late '40s International Bickle hose wagon.



York Township Ladder 3, a late '40s International Bickle. CSLT equipped with a booster pump.



Weston Unit 5, a 1962 International VCO LaFrance 840/300 pumper.

(All photos by J.V. Salmon, courtesy City of Toronto Archives)





Etobicoke had ten starting with this KB chassis LaFrance quad from 1947. It had a 420igpm pump. East York had quite a number as well, totaling seven, more than a third of their total roster. (D. Brett photos)



York's first rescue was this IHC 4900/Dependable product from 1990.



East York Aerial 2 was a 1968 IHC VCO/LaFrance 100' aerial. Scarborough had no Internationals.



Ten series years...



Ramara, ON Aerial 2, a 1990 Ford C8000 / Superior 50' TeleSquirt, 1050igpm/450gwt, SN#SE989



Central Elgin Rescue 43, a 2000 Freightliner FL60 / Superior walk-in rescue (Bob Rupert photos)





Racine, WI Special Teams 1, a 2010 Pierce Arrow XT Heavy Rescue.



Pleasant Prairie, WI ET 5611 2010 Pierce Quantum, 1750gpm/2000gwt/20gft, J#17065



Green Bay, WI Ladder 421, a 2010 Pierce Arrow XT 100' Platform J#23211-01 (Bob Rupert photos)