

# Third Alarm



A Publication of the OFBA

Volume 42, No. 6

November-December 2012



Clarington's newest acquisition, a 2012 Spartan Gladiator/Fort Garry pumper photographed in the snow (relax, it was taken in Winnipeg). It has a 1050igpm pump, 500gwt and 25gft and should be going into service at Station 2, Newcastle. Serial No. M300. (Dave Stewardson photo)



Happy Holidays!



# THIRD ALARM

**Volume 42 Number 6**  
**November-December 2012**

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

**P.O. BOX # 802 STATION "Q"  
TORONTO ON  
CANADA M4T 2N7**

For membership information,  
write the above address,  
or contact us on the  
Internet at:  
[www.ofba.ca](http://www.ofba.ca)  
or  
[ontariofirebuffs@yahoo.ca](mailto:ontariofirebuffs@yahoo.ca)

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

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

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

## EXECUTIVE OFFICERS 2012 – 13

President		Secretary	Treasurer
<b>Rick Loiselle</b> 68 – 35 Waterman Ave. London ON N6C 5T5  Home: (519) 649-0438 <a href="mailto:ofbavp@yahoo.ca">ofbavp@yahoo.ca</a>		<b>Robert Rupert</b> 7 Kerfoot Cres. Keswick ON L4P 4B8  Home: (905) 989-0769 <a href="mailto:boosterline@sympatico.ca">boosterline@sympatico.ca</a>	<b>James Stronach</b> 128 Milner Downs Cres. Ottawa ON K2M 2S4  Home: (613) 271-9844 Office: (613) 564-7690 <a href="mailto:stronachsinottawa@sympatico.ca">stronachsinottawa@sympatico.ca</a>
Vice President		Membership	Director–Special Events
<b>David Mollison</b> 256 College St. N. P.O. Box 1039 Durham ON N0G 1R0  Home: (519) 369-5337 <a href="mailto:davidmollison@yahoo.com">davidmollison@yahoo.com</a>		<b>Robert Herscovitch</b> 2206 – 65 Skymark Drive Toronto ON M2H 3N9  Home: (416) 497-8968 <a href="mailto:herscovitch@sympatico.ca">herscovitch@sympatico.ca</a>	<b>Herb Gallaway</b> 2215 Michigan Line RR #1 Brights Grove ON N0N 1C0  Home: (519) 542-8908 <a href="mailto:engine172@sympatico.ca">engine172@sympatico.ca</a>
Director	Director	Past President	IFBA Region 10 VP
<b>Walt McCall</b> 2281 Victoria Avenue Windsor ON N8X 1R2  Home: (519) 252-0238 Fax: (519) 252-8267 <a href="mailto:wmccall@sympatico.ca">wmccall@sympatico.ca</a>	<b>Desmond Brett</b> 48 Glenwood Cres Toronto ON M4B 1J6  Home: (416) 750-9889 <a href="mailto:desmondbrett@gmail.com">desmondbrett@gmail.com</a>	<b>Gary Wignall</b> 3940 Bloor Street W. Toronto ON M9B 1M1  Home: (416) 231-3578	<b>Denis Choquette</b> 1203 - 435Ch. Ste. Foy Quebec, QC G1S 2K2  Home: (418) 628-9865 <a href="mailto:denis.appel@sympatico.ca">denis.appel@sympatico.ca</a>

### **From the office of the Chief...**

Well, another year of OFBA activities has come to an end with our Annual Fire Collectibles Show and Sale and our Annual General Meeting. Despite this signalling the close of our organized buffing season, it remains one of my favourite events. It allows me the opportunity to catch up with some friends, catch base with our active members, share some stories and have a few laughs. Often times, this is the only time to meet up with some members for the year. And somehow, I always manage to pick up some neat and interesting items to add to my collection.

During the annual meeting I announced that I will be stepping down as OFBA President next November. This means that there will be at least one vacancy on the Executive to fill come the election of the new board.

From my wife Carole and I, we wish all of our members and their families a joyous and safe holiday season.

Rick Loiselle, President, OFBA

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

It is hard to believe that another year of fire buffing is all but over. We have had six great photo tours, with plans for another interesting series in 2013. The Fire Services Collectibles Show and Sales had a number of new vendors this year, in addition to our regular attendees. From the feedback that I received, they all enjoyed the day and promised to return. One gentleman said he had a great time, but spent more than he had taken in. It was also interesting to note that some members are running out of space for their collections and so had decided to sell parts of them at the show. Despite the additional advertising we undertook this year in some of the local newspapers, the attendance by the public was somewhat disappointing. If any of you have ideas for next year, please get in touch with any member of your executive.

Enclosed with this final issue of the T/A for 2012 is your membership card and 2013 dues notice. We hope to receive your dues by return mail as early as possible. And thanks to those of you who have already paid – as many of you did at the show. It was very much appreciated. It is interesting to note that close to 30% of the members now receive the electronic version of The Third Alarm in lieu of paper and approximately 17% receive both.

In closing, I would like to say that it has again been a pleasure working with members of the OFBA Executive and the others who work behind the scenes on your behalf. It takes a great deal of time and effort, whether it be arranging photo tours, compiling the Third Alarm, or managing the finances - not to mention the travelling that the executive members must do when attending meetings, as they come from Windsor, Sarnia, Ottawa and points in between.

We look forward to another successful year and Ruth and I wish all of you a happy and safe holiday season and above all, a healthy New Year.

Robert Herscovitch, Membership Secretary

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

This month features several OFBA events with coverage of the Annual Flea Market and Meeting along with shots from a couple of this year's tours. As usual, for photos, I would like to thank Neil McCarten, Dave Stewardson, Terry Yip, John Bowerman, Herb Galloway, Kenneth Lai, Doug Holmes, Walt McCall, Ken Buchanan, Jon Lasiuk, Rob Simpson and Robert Herscovitch. Thanks are also due to Jamie Lerner, Ken Buchanan, Terry Yip, John Bowerman, Dave Stewardson, Rick Loiselle, Bertrand Campo and Dean Nickerson (fire wiki) for apparatus and station info, and Bob Rupert for the roster. Next month is our giant Photo Issue so send in your stuff, dead line is Jan. 26. Have a Merry Christmas and Happy New Year.

Desmond Brett, Editor, Third Alarm



## Tour Calendar for 2013.

May 11 -	Photo Tour - Pickering & Ajax
June 8 -	Photo Tour - London area catch up
July 13-14 -	2 day tour - Belleville, Trenton, CFB Trenton and areas to the north
August 17 -	Photo tour - Dutton, West Lorne, Rodney area
September 14 -	Photo tour - Pearson Airport, Halton Hills
October 5 -	Photo tour - Orangeville, Shelburne and area

### With the members....

Ex Kingston FD, ON 1944 custom LaFrance aerial ladder truck (75 ft), Detroit diesel, truck recently painted, bright red, has set of ground ladders. Body, upholstery excellent, truck very presentable, located near Bracebridge, outside, have lost storage. \$2,200.00, contact John for info, [holdenjp@rogers.com](mailto:holdenjp@rogers.com)

Oshawa member Gordie Kirkpatrick reports he is now feeling fine after suffering a heart attack while, fortunately, visiting Oshawa Fire Station 5 on October 19. Gordie had ridden his bike up to the hall and was having chest pains, then collapsed while talking to one of the crew. They quickly applied oxygen and called for an ambulance, he was taken to the local hospital, then transferred to Scarborough for an emergency bypass. A stent was put in and Gordie was soon home but had to miss the November meet. Gordie is very grateful to the crew at Station 5 and it looks like this mishap won't slow him down.

We also wish the best to Glenn Appleman, attendee on several recent tours, who suffered a stroke and other related ailments. Glenn is on the mend but faces several weeks of rehab. Box 12 member John Martin and GTMAA member Gord MacBride recently had surgery and both are up and about. We wish all of these fine gentlemen a complete and speedy recovery.

GTMAA member John Semple, retired from the Toronto Fire Services with the rank of Captain, and still serving as a major with the TFS Pipes & Drums, passed away on December 2. Our condolences to the club and Capt. Semple's many friends and family.

Below is the motley OFBA platoon assembled at Wellington County Stn.20 (Rockwood) at the close of the Guelph-Eramosa tour, photo taken by one of the station personnel. Again, all of the crews went out of their way to make us feel welcome, the Rockwood guys even pulled the trucks out for a second time when the sun came out (and if you think the guy with the big grin was responsible for this, you'd be right).





Yet another successful Annual Flea Market and OFBA AGM, well attended by both vendors and shoppers alike. One new vendor was of particular interest; Walt's T Square. Walt Sibma is a local artist who has rendered superbly detailed drawings of six Toronto fire stations. Plans are in the works for six more, they can be viewed at his web site: [www.waltsibma.com](http://www.waltsibma.com). Our thanks, once again, to the Toronto Fire Service for hosting us.



## **Caledon Photo Tour – October 13, 2012** by Bob Rupert

Eight members met at Caledon Station 302 in Bolton early on a bright, sunny, but chilly Saturday morning to start our photo tour of the Town of Caledon Fire and Emergency Services. Our tour guide, Training Officer Peter Lewko, soon arrived in Car 306 (a former Halton CAFS unit) and photos were taken of it and the Squad and Tanker. We then carried on to Palgrave (Stn 306) where the 3 rigs were brought out for photos and then on to member Harry Newlove's residence in Adjala Township where he had his 1955 custom Seagrave TT aerial set up for photos in front of the autumn leaves. Unfortunately he was having mechanical problems with his other 2 rigs (1972 GMC/Pierreville pumper and 1975 Ford/Pierreville 4x4 pumper) so visitors had to view them in their quarters. We then traveled on to Stations 308 (Mono Mills) and 303 (Caledon East) followed by lunch. By the time we arrived at Station 309 in Caledon Village the weather had turned cloudy and even chillier with a brisk wind. However, we carried on to Stations 301 (Alton), 305 (Inglewood), 304 (Cheltenham) and 307 (Snelgrove) finishing the tour around 4 pm. and managing to avoid the heavy rains which broke out as we were on our various ways home. We managed to photograph every piece of apparatus in the town except for Pumpers 302 and 301 which were involved in exercises at the Brampton training grounds. Many thanks were extended to Peter for an excellent tour and his cooperation in spotting the apparatus to best advantage.



The group with host Harry Newlove at his quarters in Palgrave, his Seagrave aerial in the background.

### **Roster – Caledon Fire and Emergency Services – October, 2012**

Note: year of vehicle relates to model year of chassis

#### **Station 301 – 19630 Main St., Alton – Built 1977**

Pump 301	1991	International 4900/Phoenix	840/600	SN#90-05-972-271
Squad 301	2005	Freightliner M112/Dependable	840/600/25F	SN#28848
Tanker 301	2002	Freightliner FL80/Dependable	420/2000/30F	SN#T336 420 2000 02

#### **Station 302 – 28 Ann St., Bolton – Built 1989**

Pump 302	1999	Freightliner FL112/Superior	1050/500/50' Teleboom	SN#SE2077
Squad 312	2009	Spartan Gladiator/Dependable	1050/600/25F	SN#28550
Tanker 302	2002	Freightliner FL80/Dependable	420/2000/25F	SN#T338 420 2000 02
Car 308	2004	Chevrolet Venture Van (staff support vehicle)		

Station 303 – 6085 Old Church Rd., Caledon East – Built 1968

Pump 303	2000 Freightliner FL80/Superior	840/800/20F	SN#SE2044
Squad 303	2005 Freightliner M112/Dependable	840/500/25F	SN#P347 840 525 05
Tanker 303	1997 FL80/2008 Dependable body	420/1500	SN#572624
Tanker 323	1995 FL80/Dependable	PP/1800	SN#
CP 303	1989 Ford F350/Dependable		
Pump 31	1944 IHC/LaFrance pumper (ex Sault Ste. Marie) (parade)	400/400	SN#B-1644

Station 304 – 14190 Creditview Rd., Cheltenham – Built 1973

Squad 304	2005 Freightliner M112/Dependable	840/500/25F	SN#P344 840 550 04
Tanker 304	2011 Freightliner M112/Dependable	450/2000/25F	SN#BD 1836

Station 305 – 67 McKenzie St., Inglewood – Built 1981

Pump 305	1998 Freightliner FL112/Superior	840/600/25F	SN#SE 1862
Squad 305	2007 Freightliner M112/Dependable	840/500/25F	SN#PR359 840 550 06
Tanker 305	2003 Freightliner FL80/Dependable	420/2000/30F	SN#T341 420 2000 03

Station 306 – 17177 Highway 50, Palgrave – Built 1972

Pump 306	1995 Freightliner FL 80/Dependable	840/600	SN#SL 564 299
Squad 306	2001 Freightliner FL80/Superior	840/600/25F	SN#SE 2262
Tanker 306	2007 Freightliner M2-106/Dependable	420/2000/25	SN#T355 420 2000 06

Station 307 – 2 Snelcrest Dr., Snelgrove – Built 1995

Pump 307	1998 Freightliner FL112/Dependable	840/600/25F	SN#P303 660 840 98
Squad 307	2000 Freightliner FL80/Superior	840/600/25F	SN#SE 2045
Tanker 307	2003 Freightliner FL80/Dependable	420/2000/30F	SN#T337 420 2000 02

Station 308 – 6000 Highway 9 – Mono Mills – Built 1981

Pump 308	1992 International 4900/Dependable	840/600	SN#P255 840 93
Squad 308	2005 Freightliner M112/Dependable	840/575/25F	SN#P343 840 550 04
Tanker 308	1996 Freightliner FL80/Dependable	PP/1900	SN#710452

Station 309 – 3611 Charleston Sideroad, Caledon Village – Built 2001

Aerial 309	2005 Spartan/Crimson 103' RM Platform	1250/175	SN# ND 258029
(temporary location pending construction of new Station 302)			
Pump 309	2011 IHC Maxx Force/Dependable 4x4 RM pump	1050/600/25F	SN#457920
Squad 309	2000 Freightliner/Superior	840/600/30F	SN#SE 2047
Tanker 309	2000 Freightliner/Superior	420/2000/30F	SN#SE 2244

Headquarters – 6097 Old Church Rd., Caledon East

Car 301	2013 Chevrolet Tahoe 4x4 (Fire Chief)		
Car 302	2011 Chevrolet Tahoe 4x4 (Deputy Chief)		
Car 303	2008 Chevrolet Tahoe 4x4 (Fire Prevention)		
Car 304	2002 Chevrolet Venture Van (Public Education Officer)		
Car 305	2011 Chevrolet Silverado 4x4 Pickup (Fire Prevention)		
Car 306	2002 Ford F550/Summit/Dependable 4x4 CAFS 200/20 (Training)		SN#021128
Car 307	2003 Ford F450/Diamond Towing PP/250 (Training)		
Car 309	2013 Chevrolet Tahoe 4x4 (Division Chief)		





This is Dauphin, MB's new water carrier. Tanker 1 is a Heloc product on a 2012 Freightliner Columbia chassis. It carries 2500 gallons.



Nine Mile River, NS Tanker 321 is a Fort Garry product on a 2012 Freightliner M2 chassis with an 840igpm pump and a 1500gwt. (Dave Stewardson photos)





Salmo, BC Engine 6, a 2012 IHC 4400/Hub pumper-tanker with a 1050igpm pump, 1000gwt and 20gft.



North Fraser, BC Rescue 16, a 2012 Chevrolet 4500 4x4 Hub light rescue. (Terry Yip photos)





Milton Fire Station 3, now up and running with Pump 31, will officially open as Milton Fire HQ next fall. (Rob Simpson photo).



Markham's new Station 99, at 3810 Burr Oak Ave. next to Markham-Stouffville Hospital. Pump 991, below is stationed here. (Neil McCarten photos)



## The apparatus floor...

From Ken Buchanan: In the steel city, tenders have closed for the new Urban-Interface brush truck and the skid mount pump & pick -up. The bid awards have not been announced yet but they will most likely be KME. Former Ladder 4, a 1999 ALF-Smeal, recently returned from an Ottawa area paint and body shop with a nice new coat in red and white. The rig is likely slated to go to Ladder 15. **Hamilton** will also be putting out tenders for a new Pumper-Tanker and another Quint to go out in 2013. Tentative assignments are Stn. 21 for the Pumper-Tanker and Stn. 9 for the Quint. Tenders have also been put out for the re-build of the apparatus floor and crew quarters at Station 25 in Greensville, the apparatus bay is to be enlarged to handle the rigs and to provide space for an EMS Ambulance and associated crew quarters. Station 25 has a volunteer firefighting crew and was formerly Flamborough Stn. 2. Finally, as November 1, Hamilton Emergency Services - Fire became Hamilton Fire Services, reporting to the manager of community services. Their new crest is depicted.

The community of **Hills, BC** now has a new fire hall and a pumper to go with it. Five years in the making, the new volunteer service officially opened its 1200sq ft quarters on August 19. Using a rig formerly owned by Salmo, BC and provided by the Regional District of Central Kootenay, the fledgling crew has already responded to at least three fires. Around 45 Hills residents donated 5,000 hours to the project and 16 local businesses kicked in equipment, materials and labour.

**Hillsburgh** is building a new hall just west of the old one at 2 Station St. The old station (Wellington County Stn.50) was built in 1970. **Clarington's** new Station 2 is being built at 3333 Highway 2 in Newcastle.

Keeping an eye on the construction industry, Robert Herscovitch just noticed that bids have closed on **Mississauga's** new Station 119, to be built at 6375 Airport Rd. to replace the existing hall. To be completed by October, 2014, it should cost around \$3 million. There is an additional proposal to add a paramedic satellite station at an additional cost of \$1 million.

Rob Simpson reports that **Milton** has now moved the personnel and equipment from the Derry Rd. hall to the new Station 3 at Savoline Rd. Work continues on the complex which will eventually become the MFD headquarters, with the official opening scheduled for the fall of 2013. (see pic opposite).

Gary Wignall passed on this update from **Toronto Fire**: the first of six 105' Smeal rearmounts is ready for inspection. These rigs feature an onboard generator that will run all of the 12 and 120 volt systems allowing the engine to be left off, saving fuel and emissions. The recent tender for twelve pumper/rescues was award to Spartan ERV. The body for the squad to replace S331 is ready and the chassis is expected soon and the new Command 30 was delivered Nov. 5, it has a 30' body. Four new district chief vans are being outfitted by the shops and should be ready any day. Orders for 12 Dodge Caravans and 21 Nissan Versas were made to replace training and fire prevention vehicles as well as smaller cars in the fleet. Plans are in the works for a mobile BA compressor which will be a back-up for fixed units and be available for on-scene use at training events or major incidents.

**Windsor Fire & Rescue** recently issued a call for tenders for four new aerial platforms. Although bid requests for two 95-foot aerial towers and two 75-footers were sent to 20 fire apparatus manufacturers in Canada and the U.S., only one company – Fort Garry Industries of Winnipeg, Canadian sales agent for Sutphen – submitted a bid. Including equipment, total contract price for the four Sutphen Quints was \$4.3 million. The new towers will replace Windsor's four 1998 Sutphen Quints, all of which are still in front-line service. At the time this was being written, Windsor City council was reviewing the request. – *Walt McCall*

Some more deliveries: **Tracadie-Shiela** and **Shippigan**, NB have received Pierce Contender pumpers, Bridge River Indian Band in BC has a 2012 Hub pumper on a Freightliner M2 chassis, **Round Hill**, AB a 2012 IHC/Fort Garry pump and **St. Georges**, QC got a 2012 Spartan/Maxi Metal pumper.





Above, Medicine Hat's new 2012 IHC 7600 4x4/Fort Garry 1050igpm, 1500gwt pumper. Below, a 2012 IHC 7600/ Fort Garry tanker for Brazeau County, AB. It has a 625igpm pump, 3000gwt and 25gft. s/n #M369.



This 2012 Freightliner M2/Fort Garry product belongs to McKellar, ON. The long rig has an 840igpm pump and 2500gwt, running as Tanker 2. (s/n #M334) (Dave Stewardson photos)

## Apparatus Roundup ONTARIO

Clarington P2	2012	Spartan Gladiator/Fort Garry 1050igpm/500gwt/25gft sn M300
Bradford-W. Gwillimbury	2012	Pierce Arrow XT 1600/250/100' FoamPro 2002 sn: 23686
Cornwall	2012	E-One HP100 platform 2000gpm/300gwt/100'
Cornwall R7	2012	Spartan Metro Star/Spartan ERV heavy rescue SN 212040
Cornwall P6	2012	Spartan Metro Star/Spartan ERV 1250gpm/500gwt SN 212039
North Spirit Lake FN	2012	IHC 4400/Fort Garry 1050igpm/1000gwt sn: M309
Erin P51	2012	Spartan Metro Star/DEV 1500gpm/600gwt/30gft
Kingfisher Lake FN	2012	IHC 4400/Fort Garry 1050igpm/1000gwt/20gft sn: M302
Sudbury P9	2012	Freightliner M2/Fort Garry 1050igpm/1000gwt/25gft Foam Pro 1600 FS SN M393
Douro-Dummer P3	2013	IHC 4400/Carl Thibault 1250igpm/1000gwt/20gft
Puslinch	2013	Ford F550/Spartan ERV 1250gpm/300gwt/20gft
Port Colborne R1	2012	Spartan Metro Star/ Spartan ERV rescue
North Grenville	2012	IHC Workstar/Arnprior 1050igpm/2500gwt
New Tecumseth A37	2012	Pierce Impel 1600igpm/400gwt/75' sn: 25868
Toronto Command 30	2012	Freightliner MT55/Ultimaster Step Van/EVI 30' command unit
Oshawa	2012	Spartan Gladiator/DEV walk-around rescue
Innisfil	2013	Freightliner M2/DEV 2100gwt tanker
Bruce Power P1,2	2012	Spartan Gladiator/Spartan ERV 3000gpm/750gwt/50gft
Bruce Power T1,2,3	2012	IHC 7600/Spartan ERV 3000gpm/750gwt/50gft
Port Colborne R1	2012	Spartan Metro Star/ Spartan ERV rescue

## OUT WEST

Salmo, BC	2012	IHC 4400/Hub 1050igpm/1000gwt/20gft.
Vernon	2012	Freightliner M2 4x4/Hub 420igpm/1500gwt/20gft Foam Pro 2001 FS
Tappen-Sunnybrae	2012	Freightliner M2/Hub PP/1600gwt/20gft Foam Pro 1600 FS
Port MacNeill RS4	2012	Ford F350 4x4/Hub light rescue/chief's vehicle
108 Mile BC	2012	Freightliner M2 / E-One 1250igpm pump
North Fraser	2012	Freightliner M2 4x4/Hub 420igpm/1500gwt/20gft Foam Pro 2001 FS
Swansea Point	2012	Freightliner M2/Hub PP/1600gwt/20gft Foam Pro 1600 FS
Burns Lake	2011	Spartan Metrostar/DEV/Crimson 1500gwt/1000gwt/50gft
Okotoks, AB E85	2012	Pierce Impel TME 1500gpm/625gwt/20gft
CFB Suffield P1	2012	Spartan Gladiator/Fort Garry 1750igpm/800gwt/2x25gft sn M385
Medicine Hat E12	2012	IHC 7600 4x4/Fort Garry 1050igpm, 1500gwt
Anzac T511	2012	Freightliner M2/Fort Garry 420igpm/3000gwt/25gft Foam Pro 1600 FS
Hay Lakes	2012	IHC 4400/Fort Garry 1050igpm/1000gwt sn: M309
Strathcona Cnty	2012	Freightliner M2/Spartan ERV 2000gpm/4000gwt 4-axle tnkr SN 212054
Redwood Meadows	2012	Peterbilt/Pierce Encore medium rescue
Grand Rapids, MB	2012	Freightliner M2/Fort Garry 1050igpm/800gwt/25gft
Marcel Colomb FN	2012	IHC 7400/Fort Garry 1050igpm/800gwt/20gft Foam Logix 2.1 FS sn: M185
East St. Paul	2012	Dodge Ram 3500/Acres PP/250gwt/5gft
RM Tache (Landmark)	2012	IHC 7400/Acres 1050igpm/1000gwt/25gft
Brandon P12	2012	Spartan Metro Star/Fort Garry 1500gpm, 500gwt, 2x20gft
Swampy Creek FN	2012	IHC 7400/Fort Garry 1050igpm/800gwt/20gft

## QUEBEC, MARITIMES

St.-Raymond 905	2012	Ford F450/Rosenbauer light rescue
Pont Rouge 1003	2012	Freightliner M2 heavy rescue
Shawinigan U511	2012	Ford F550/Levasseur light rescue
Levis 601,603,604	2012	IHC Workstar/Maxi Metal 1050igpm/2500gwt
Levis 402	2012	E One Cyclone II CR137 1500igpm/300gwt/137' quint
Boischatal	2012	IHC 4400/SuperVac 2000 heavy rescue
Trois-Rivières 411	2012	E-One Typhoon 1500igpm, 500gwt, 78' tower
St. Antoine, NB U12-13	2012	Freightliner M2/Carl Thibault 1050igpm, 2000gwt
Waterville, NS Tnkr 7	2012	IHC 7600/Four Guys 1250igpm, 3000gwt
Cape Breton Region	2012	Spartan Force/Spartan ERV 1500gpm/1000gwt
Halifax Tnkr 17	2013	IHC 7600/Carl Thibault 1250igpm, 2500gwt
Alberton, PEI P3	2012	Spartan Metrostar X/ Spartan ERV 1500gpm/1000gwt/30gft SN 212085





New to Station 18, this is a 1998 HME/Ferrara quint. Ladder 18 sports a 1050igpm pump, 500gwt and 65' aerial. (Ken Buchanan photo).



Above left, Hamilton's new crest. (Ken Buchanan photo) Above right, another Hamilton conversion, this is 2000 Ford/Wilcox rig is now running as Support 6, the confined space rescue support vehicle. Rehabbed last spring, the truck used to run as Support 24. Ladder 4's LaFrance, pre-conversion, is visible in the background (Doug Homes photo).





Kincardine Fire Station 12, located in Kincardine at 127 Mahood Johnson Dr., in was built in 1995.



Palmerston-Canonto Strn. 2, at 14105 County Rd. 509, part of the North Frontenac Fire Department.



Puslinch Fire Station, at 7404 Wellington Rd. 34 in Aberfoyle, also Station 30 in Wellington County, shot on a sunnier day than when we attended on the tour. (All photos, Neil McCarten)



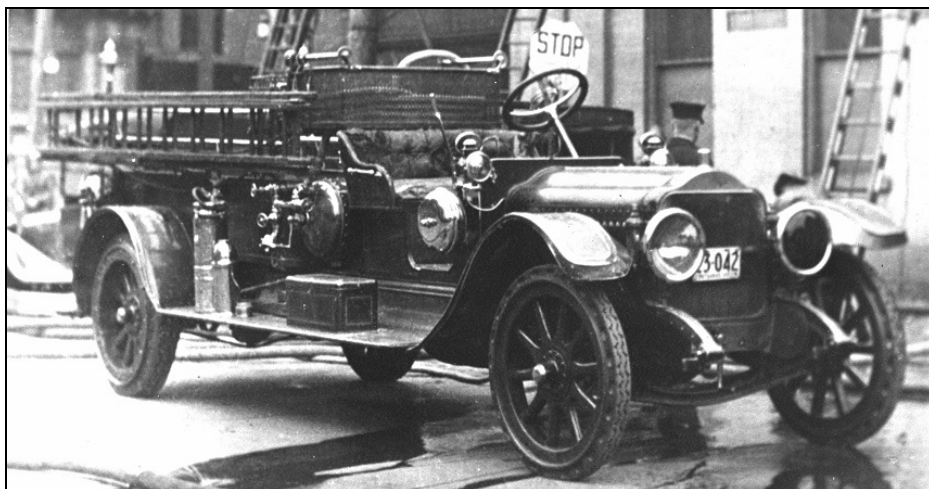
From the recent tour, these are two of Guelph/Eramosa Twps. FD's rigs. Above is Pumper 21, a 1999 Freightliner/Superior 1050igpm/600gwt/20gft (SN SE2030), below, Rescue 26, a 2001 Ford F550 4x4 with a Wilcox body. (Desmond Brett photos)



Guelph/Eramosa's station is in Rockwood, at 5141 Wellington Road 27. It has four double-deep drive through bays and also houses the local EMS crew.







One of Toronto's 1915 Seagrave combinations at a fire downtown.



The 1955 Pirsch laddered Thibault sold by Salaberry de Vallyfield to St. Timothee.



Stratford's Ford C/American Marsh aerial mounted with a Pirsch aerial. (All photos supplied by W. McCall)



Nearly all of the legendary nameplates in the American fire apparatus industry – *American-LaFrance*, *Seagrave*, *Mack* and *Ahrens-Fox* among them – could also be found on Canadian fire departments. But relatively few *Pirsches* were ever delivered this side of the border.

The *Peter Pirsch & Sons Company* of Kenosha, Wisconsin is best known for its classy aerial ladder trucks with their highly distinctive, close-latticed aluminum alloy aerial ladders. Introduced in 1936, the Pirsch ladder -- unmistakable at big-city fire scenes -- was produced into the late 1980s. With roots extending back to 1857, Pirsch went out of business in 1991.

Only three Pirsch aerial ladder trucks with the company's trademark ladder were delivered in Canada – all of them within a 50-mile radius in Southwestern Ontario. The first went to Chatham in 1941. This one-of-a-kind aerial was built on a special International Metro chassis. There was a good reason for this special order. International Harvester of Canada had been building trucks in a plant in Chatham since 1922, so the city fathers insisted on an International chassis for its first aerial truck. Chatham's Pirsch/ International aerial, with open doorless cab and three-section 65-foot ladder, is still on the Chatham Fire Department roster today as a vintage parade piece. After nearly seven decades, International – later known as Navistar --closed its Chatham plant a few years ago.

The second Canadian Pirsch aerial was delivered to Sarnia in 1948. On Pirsch's own custom conventional chassis, the Sarnia aerial had an open semi-cab and 75-foot ladder. It's also still on the road today, now owned by a private individual.

The third and arguably most impressive of this classic trio was delivered to Windsor in 1949. The only tractor-drawn, tillered *Pirsch Senior* aerial delivered in Canada, it had a three-man closed cab and 100-foot, three-section ladder. Truck No. 2A ran out of the Windsor Fire Department Headquarters station for 18 years, later serving at Stations 2, 3 and 6. Retired in 1978, it was sold at auction to Pierreville Fire Trucks. After a short stint at the Quebec Firefighters' School, the Pirsch ended its days as a roadside signboard outside the Phoenix Fire Trucks plant near Drummondville, Quebec.

Interestingly, the *first* Pirsch aerial sold in Canada was a horse-drawn 75-foot, spring-raised aerial delivered to Winnipeg, Manitoba in 1911. Winnipeg's aerial is believed to be the first one built by Peter Pirsch & Sons.

Betcha didn't know that Toronto had some Pirsches! In 1915, the Toronto Fire Department, then in the process of converting from horse-drawn to motor fire apparatus, bought three Pirsch-built Combination Hose and Chemical trucks. On White truck chassis, they had Pirsch bodies. They served into the early 1930s, when they were replaced by new Bickle combination hose and booster rigs.

In the 1950s and '60s, Pirsch sold three complete aerial ladder assemblies to Canadian fire apparatus manufacturers. The first two went to Pierre Thibault Ltd. for mounting on the company's own custom conventional fire apparatus chassis. The first of these unique *Thibault-Pirsch* 85' service aerials was delivered to Salaberry de Valleyfield in 1955. A second nearly identical service aerial with Pirsch 85' ladder went to Trois Rivières later the same year. Both had open semi-cabs. The former Valleyfield Thibault/Pirsch aerial was later sold to St. Timothy, Que. which still owns it.

The third and last of these imported aerial ladder assemblies, complete with turntable and control pedestal, went to Marsh Pumps (Canada) Ltd. in Stratford, Ontario. American Marsh mounted the four-section, 100-foot ladder on a Ford C-Series tilt-cab chassis for the local Stratford Fire Department in 1963. Stratford's Ford/Pirsch aerial, later repainted from its original red to lime yellow, was retired and sold in the late 1980s. That makes a total of *nine* Peter Pirsch & Sons products in Canada – seven aerial ladder trucks and two hose wagons. Pictured below is a delivery shot of Windsor Aerial 2A.







Oliver Paipoonge, a First Nations community in Northern Ontario, received this 2012 IHC 7400/Fort Garry Fire Trucks pumper-tanker during the summer. It has a 1050igpm pump, a 1200gwt and 25gft. s/n #15037



Oakville put into service this 2012 Carl Thibault pumper on a Spartan Gladiator chassis in Station 2. It's equipped with a 1250igpm pump, 725gwt and a 20gft. (Dave Stewardson photos)





Sparwood Tender 1446, a 2011 Freightliner M2/Rosenbauer Central tanker with a 425igpm pump and 1800gwt.



Sparwood Aerial 1449, a 2012 Spartan Metrostar/Smeal quint with a 1750igpm pump, 300gwt and 75' rear mount aerial. It carries serial numbers from Spartan, 75165 and Smeal, 214150. (John Bowerman photos).





A couple more from the Frankenmuth Muster, including this nice '70s Mack CF.



A former Detroit FD 1937 Seagrave 12J1 Safety Sedan. The rig is owned and operated by the Detroit Firefighters Association, often used as a funeral caisson by area departments. (Herb Galloway photos)





Barrie Brush 1, a 2006 GMC 5500 4x4/Seagrave pumper with a 420igpm pump and 300gwt. The rig runs from Station 1, downtown, and also tows the BFD airboat on a trailer.



Telesqurt 23 of the Burnaby Chevron Refinery, a 1989 Pierce Arrow XT quint with a 1750igpm pump, 700igft and 50' telesqurt. (Terry Yip photos)





Taken on the tour, this is a shot of Bracebridge Tanker 8, a 1999 Western Star/Metalfab product with a 625igpm pump and 1500gwt. (SN#M99-8728)



Also on the tour, Pumper 5, a 2003 Spartan Advantage/Metalfab with 1050igpm and 800gwt. Both rigs run from Station 1. (SN#M03-15413) (Jon Lasiuk photos).





From Singapore comes this interesting composite showing three generations of pumpers. On the left is a Dennis from the early '90s. It's an SS series chassis, bodies on all three by Rosenbauer. Centre is a late '90's Dennis Sabre and on the right a new Scania P270 chassis.



Also from Singapore is this Light Fire Attack Vehicle, also known as a Red Rhino. It is a 2002 Bucher Duro/Delgo light pump. They have 500gpm pumps, 150gfts and four-wheel drive. (photos by Kenneth Lai)

