

# Third Alarm



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Against a backdrop of forest fire smoke and cloud, John Bowerman shot newly delivered Kelowna Engine 9 at WFR. Built on a 2015 Freightliner M2-106 4x4 chassis, with a body by Pierce. It's a Responder model featuring a 1500gpm Waterous pump, a 750gwt and 30gft. It's also equipped with a Husky 3 foam system, SN 27370.

The OFBA executive and the Third Alarm crew wish everybody a safe and enjoyable holiday. Merry Christmas and Happy New Year.

# THIRD ALARM

**Volume 44 Number 6**  
**November-December 2014**

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

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

As I sit down at the computer to write this, the first major snowfall of the season is making the roads slippery, the walking miserable and the knowledge that, once again, we have to get the snow shovels and blowers out of storage. However, looking on the bright side, May is only 6 months away which will begin another season of photo tours and buffing activities. I believe we have 6 excellent tours lined up for next year and look forward to seeing as many of the members as possible at all of them. There is also the IFBA Convention in Hartford, CT in August and, on November 7, the 24th Annual Fire Services Collectibles Show and Sale and the 2015 Annual Meeting to look forward to along with other activities such as the St. Thomas Muster and Chatham Fire Fest.

The 23rd Annual Fire Services Collectibles Show and Sale and Annual Meeting on November 1 was relatively well attended by both vendors, customers and members. The raffle raised about \$160. for the club and a number of prizes were donated for next year's draws. Our financial position is good, 3 new members signed up at the show and the repairs to #2HP are ongoing in the hope that it will be back on the road by next spring. Many thanks to Rob Anselmi for taking care of the old girl.

At this time I would like to express the sincere appreciation and thanks from the members and the Board of Directors to Ken Buchanan for all of his hard work in setting up this year's tours. Beginning with Burlington in May and ending in Oakville in October, all of them were organized, interesting, well attended and the weather even cooperated for a change! Thanks Ken.

On behalf of my wife, Rosemary, and the Board of Directors I wish all of our members and readers a very Merry Christmas and a Happy and Prosperous New Year. See you in 2015.

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

Enclosed with this final issue of The Third Alarm for 2014 is your membership card and 2015 dues notice. Those receiving the electronic version of the T/A will receive them by regular mail. We hope to receive your dues by return mail as early as possible. Thanks to those members who have already paid – many of you did at the Flea Market. This early payment plan seems to be popular and is a great help to the club and very much appreciated. This is also an opportunity to advise of any address or e-mail changes.

We have 121 members located from coast to coast in Canada, as well as a number in the United States and 2 in the UK. Approximately 38% of the members now receive the electronic version of the T/A in lieu of paper and 25 % receive both versions. As you are no doubt aware, the electronic version is usually ten pages longer and **in full colour**. You may notice some unusual stamps on this mailing and probably on the next few also, the result of a donation made to the OFBA by Heather Stronach. Thank you Heather.

With this being the last issue of the year, thanks must go to members of the Executive, those who are involved in compiling and putting together The Third Alarm, those who have arranged the photo tours and our Financial Manager. And last, but not least, to our membership in general. It is you who keep the club going by attending the tours and the annual Flea Market and sending in the articles and photos to our editor. I would also like to thank the Toronto Fire Service for permitting us, each year, the use of their auditorium facilities for our Flea Market and Annual Meeting. On a personal note, I would like to send a special holiday greeting to my friends in the Fire Services in Barbados, Durban and Malta.

We look forward to another successful year in 2015 and Ruth and I wish all of you a **Happy Holiday Season and a Healthy and Prosperous New Year**. Robert Herscovitch, Membership Secretary

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

An early Christmas present for the OFBA: In October, Ruth McCarten generously donated several SD cards of apparatus photos taken by her late husband, with accompanying binder meticulously detailing each shot, to the club. As most of you know, Neil McCarten was a prolific photographer, and this collection covers from 2006 to 2012. We will be publishing selected pics in the TA, many more will be placed on the web site for us all to enjoy. The executive and TA "staff" extend their deepest thanks to Mrs. McCarten.

We also thank Herb Galloway, Terry Yip, Bob Rupert, Chris Oliphant, Dave Stewardson, Gary Dinkel, Rick Loiselle, Doug Holmes, John Dybus, Ian Duke, Ken Buchanan, Ken Walton, Larry Brassard, Steve Garnett, Alain Fredette, and, as always, Neil McCarten for photos.

Thanks also to Walt McCall for the TFD article. Also appreciated are Walt and Ken Buchanan for apparatus info, along with Doug Holmes, Ken Walton and Robert Herscovitch.

Desmond Brett, Editor, Third Alarm



## **In Memoriam**

Long time GTMAA member and retired Toronto Fire Captain Jim MacDonald passed away suddenly on November 1. Jim joined the TFD in October, 1959 and retired in 1994 with the rank of Captain. A member of the GTMAA since 1990, MacDonald was an enthusiastic participant on Support 7. The OFBA executive extends its deepest sympathy to his many friends and family members, including GTMAA members Dave and Jennifer MacDonald, his brother and niece.

Longtime Niagara Region buff Robert (Bob) Jolliffe died at the Welland County General Hospital on Friday October 3, in his 80th year. Jolliffe was a proud member of The Port Robinson Fire Department since 1959 and was Chief for seven years. He was a founding member of the Regional Niagara Fire Buffs, and an active Board Member of the F.F.A.O. He was also a volunteer for the Special Olympics and a recipient of the Diamond Jubilee Award. Bob worked at B.F. Goodrich for many years before his retirement. He loved to garden and woodcarver.

Legendary fire buff and former Tenaflly NJ Fire Chief and Hon FDNY Assistant Chief Harvey Eisner also passed away in October at 59. Eisner was famous as Firehouse Magazine Editor In Chief, retiring this year after 32 years. He had had a huge influence as a teacher, photographer and writer and was well known to buffs and firefighters all over the world.

## **Oakville Photo Tour Report**

The Saturday October 4<sup>th</sup>, 2014 OFBA Photo Tour of Oakville was very successful with eleven (11) members participating under cloudy-sunny and cool winds: Larry Ward (Newmarket), Herb Gallaway (Sarnia), Rick Loiselle (London), Ken Buchanan (Hamilton), Preston Osborne (Brampton), Ken Jansen (Cobourg), Craig Slack (St. Catharines), Gary and Carolyn Wignall (Toronto) accompanied by Diesel, Desmond Brett (Toronto) and Ian Duke (Toronto).

The Oakville Fire Department staff were very helpful in positioning trucks with the assistance of member Ken Buchanan. The highlight was the showing off of Oakville's new 2014 Rosenbauer Tower Truck. Thanks to all members for participating in photo tours, thereby making 2014 a very successful year.

See Y'all next summer (whoops a slip of the tongue from the Dallas trip), Larry Ward.







More from the Dallas IFBA Convention, Brush 54, above, is a new Type 3 brush truck, a 2014 International Maxx 4x4/SVI with a 500gpm pump, 500gwt, 20gft(A). (SN#150141). Engine 24 is a 2014 Spartan /SVI pumper with a 1500gpm pump, 500gwt, a 15gft(A) and 30gft(B) (SN#213103-05)



This 1923 Southern pumper was built in Dallas, and features a 500 gpm rotary gear pump. It was restored as a parade rig. (All photos courtesy Bob Rupert).





A group photo of the Canadian contingent at the 2014 IFBA Convention. (Chris Oliphant photo)



Also with the members, this beautifully restored 1925 Ahrens Fox 1000gpm triple was the long-time project of John Dybus. The rig served with Alanta, GA, last running with Pump 5. In service until 1954, John bought it as a basket case and spent 6.5 years bringing it up to snuff. (John Dybus photo)



This is the group the attended the Norfolk County Tour. (Gary Dinkel photo)





This 2013 Spartan/Dependable pumper-tanker went into service last January. Gravenhurst Unit 10 features a 1250gpm pump, 1500gwt, 50gft and FoamPro foam system. It also has a 2000 gal portable tank, a Newton 10" rear dump and a remote control master stream device. It runs from Station 2 in Kilworthy and also features a green light in the lightbar so people will link that with the green lights displayed by the volunteers. (Photo credit: GFD Chief Larry Brassard)



Acquired in the summer, this is Oakville's newest apparatus, Pump 291. It runs from Station 9, a temporary hall incorporated into the north Oakville works yard. It is a 2014 Spartan Gladiator MFD/Carl Thibault pumper, 1250gpm and 1500gwt. SN 2661. (Desmond Brett photo)





An artists rendering of Orillia's newly opened Headquarters at 500 Gill St. The four bays have bi-fold doors, the facility has 20,000 square feet of space. (Copyright Panici Architects)



Oakville Station 9 opened in temporary quarters at the northern works yard at 3250 Nagawaya Blvd. Pump 291, Utility 293 and the ATV it carries are kept here. (Desmond Brett photo)



Brampton's newest hall pictured just before opening. Station 211 is located at 10775 The Gore Rd. The three left side bays are for fire, the other pair for EMS. (Rob Simpson photo)

### The apparatus floor...

In **Hamilton**: The following rigs have been taken out of service and are to go to auction. Brush 27, the 1983 King mini pump, Ladder 90, the 1995 Nova Quintec xxS0618, both Car 73s shop 342244 and 342261 as well as former Squad 27 #342213. The former Ladder 70 is now Ladder 90 and the former Ladder 10 is now Spare Ladder 40.



Hamilton's new Pump 28 went in service in Freelon on October 19th I know because I saw it. It has a one thousand fifty (1050) pump a one thousand six hundred (1600) tank and a twenty (20) gallon foam tank. It carries serial GSO 9410 and shop #300951 its sister Tanker 21 should be in service by months end.

**Grise Fiord**, Nunavut has lost the use of their firehall after the furnace caught alight on October 8, damaging a portion of the building and contaminating the structure with smoke. Firefighters were able to remove the pumper and extinguish the blaze but it will be some time before the building is usable, if at all. Grise Fjord is Canada's most northerly permanent settlement. **Cranberry**, BC suffered a significant fire at their station on November 3. The MD of **Willow Creek, AB** has elected to close the fire hall at **Moon River Estates** due to a lack of personnel and the expense of bringing the force into compliance with insurance requirements. Willow Creek inherited responsibility for running Moon River FD in the 1990s. The Estates will now be covered by the station in Fort McLeod.

From Robert Herscovitch, news of several new halls: **Vaughan** is having a new facility for Station 7-3 built at 7690 Martin Grove Rd. which will also house York EMS Station 31. It will be two floors and 13,122 sq ft., 10,000 for fire. The RFP expired October 28. **Port Hope** is constructing a new combined police and fire quarters at 55 Fox Rd. It will have 10,000 sq ft for police and 8,000 for fire in a one story building. Barry-Bryan Associates and MGM Consulting received the award. Finally, Uxbridge is going to rebuild their fire hall, starting in March next year. The two-story, 16,000 sq ft facility will be situated on Brick St., east of Concession Rd. 6.

**Brampton's** new Station 211 opened in mid-November at 10775 The Gore Rd. The one story structure is split between fire and ambulance, with three bays for apparatus and two for EMS, S.211 is currently assigned there. **Bentley District** FD in Alberta recently opened a large new station with three drive through bays located at 4918 50<sup>th</sup> Ave. in Bentley. Construction has started on a new station in **Haldimand** that will replace both Station 10 (Byng) and Station 11 (McKay's Corner), to built on a lot next to 11 at 275 Haldimand Rd. 50. It should be done by May.

**London** Car 2 was badly damaged in a three vehicle crash on October 29. A speeding car hit the truck belonging to an off-duty London PC who had pulled over for the code 3 response, it then bounced into the 2011 Ford F250. The driver fled but was later arrested and charged with impaired, leaving the scene, etc. Nobody was seriously hurt. **Oakville's** Ladder 232 (the Rosenbauer) went in service on November 15, **Toronto** has received the first three of nine E-One pumps. The three new pumpers delivered to **Halifax** listed in the two previous TA's have been assigned to Engine 17, Engine 14 and Engine 6.

**Windsor's Engine 5** -- a 2013 Rosenbauer/Spartan pumper -- was extensively damaged in a collision on the morning of August 18th. The crew was uninjured. The pumper was responding to a call when it was struck by a truck at the busy intersection of Dougall Avenue and Cabana Road. At time of writing, it was still in the WFRS shops. In September, Windsor announced plans to build a third new fire station. The new hall, on Provincial Road near Sixth Concession Rd., will replace the present Station 8 on Airport Road. The new Station 8, to be built at a cost of \$6.5 million, will also house a new municipal emergency operations centre. Two other Windsor halls are also currently being replaced. A new Station 2 is under construction on Milloy St. on the city's east side, and a new Station 5 is to be built on Northwood Ave. on the west side.....Just across the river, the **Detroit Fire Department** has ordered ten Smeal/Spartan pumpers -- the cash-strapped DFD's first new rigs in several years and its first-ever Smeals. The 1500 gpm pumpers with 500-gallon booster tanks are scheduled for delivery in mid-2015. - *Walt McCall*

**Ottawa** has been on an aggressive apparatus replacement program over the last few years. Between 2006 and 2009, 4 Spartan Gladiator/Carl Thibault 1750/300/109 foot RK rear-mount ladders, and 8 Spartan Gladiator/Carl Thibault 1750/300 104 RK platforms have been purchased. Several of them are relegated to reserve status, with the older E-One ladders remaining in front line. In 2009, a Spartan Gladiator/Eastway 3 door cab was purchased for a new command unit. After several delays, this truck was finally delivered in 2013. All District Chiefs, Platoon Chief and the Safety Officer are now riding in 2013 Tahoes. The majority of the small fleet was replaced as well with Prevention and Training getting the bulk of those vehicles. The big news are the 12 KME Severe Service 1250/600/20 pumpers purchased in 2013. A new apparatus committee was formed and did an extensive redesign of the new pumper concept. Featuring a 400hp Cummins, the pumpers are equipped with a transverse pump panel, pre-piped deck gun, a pre-connected attack line in the front bumper, and all other lines off the back. There are no transverse hose loads. A new LED lighting package was instituted, and these rigs are the first rigs to be delivered with mechanical sirens. All red on the truck is reflective, and the white is outlined in reflective as well. These trucks have really proven themselves at many fires, and are well accepted by the crews that operate them. The 12 rigs were assigned to the Training Centre as Training Pump 1, P11A, P13A, P21, P24, P42, P46, P47, P53, P57, P66, P72. In 2015, an additional 12 are to be delivered.

Also under construction is a new hazmat truck. This truck will be built on a 2015 Spartan Gladiator with 24 inch raised roof, extra long three door cab and tandem axles. Emergency Vehicles Incorporated in Florida is building the truck. Initial plans are to show it at FDIC and the OAFCE shows in 2015. This truck represents a large improvement to the capabilities of the hazmat/CBRNe team in the Nation's Capital. Four new tankers will be going to tender shortly, on a radical new design for Ottawa. Additionally, 4 or 5 new brush response units and an interface pumper are slated for tender for 2015. By 2016/17, up to 6 new ladders will be going to tender. --Ken Walton





This is Pouce Coupe, BC's new 2014 Freightliner M2-106/Fort Garry pumper. It has a 1050igpm, 1000gwt, 25gft and CAFS, It bears s/n M567. (Dave Stewardson photo)



St. Catharines latest delivery, a 2014 Spartan Metro Star/Fort Garry pumper with a 1050igpm Waterous pump, 600gwt and 20gft, s/n M529. It is also equipped with a light tower. (Dave Stewardson photo)



And Kitchener's new Pump 1, a 2014 Pierce Impel 1666igpm/416gwt/18gft/75' aerial. (Gary Dinkel photo)



## Apparatus Roundup

### ONTARIO

Tyendinaga Twp.		2014	Freightliner M2-106/Pierce 1050igpm/2500gwt
Grand Bend		2014	Pierce Sabre PUC 1050igpm/840gwt SN 27575
Innisfil		2014	IHC 7400/Eastway 20hp PP(Honda)/2000gwt tanker
Central Elgin (Belmont)		2014	Spartan Metro Star/Smeal 1250gpm(W)/800gwt/30gft FoamPro 2001 FS SO 4318
Deep River		2014	Freightliner M2-112/Pierce Responder 1250gpm/1000gwt
St. Catharines	P.1	2014	Spartan Metro Star/Fort Garry 1050igpm(W)/600gwt/20gft s/n M529
Wasaga Beach	E.1	2014	Spartan Metro Star-X/Spartan ERV 1500gpm/1000gwt
Kitchener	P.1	2014	Pierce Impel 1666igpm/416gwt/18gft/75' aerial
Hamilton	E.1	2014	KME 1050igpm/500gwt/25gft s/n GSO9419
Milverton	R.1	2014	Dodge Ram 5500/DEV light rescue
Mississppi Mills	U.20	2014	IHC 7400/Eastway 1050igpm(H)/850gwt FoamLogix 2.1 FS
Leamington	140	2014	Pierce Saber 1500gpm/500gwt/75' quint
Belleville		2014	Pierce Dash CF 1500gpm/620gwt
Huron-Kinloss (Ripley)		2014	Freightliner M2-106/Pierce 500gpm/1800gwt
Minden Hills		2014	Ford F550/Pierce light rescue
Barrie-Kaladar	Mar.1	2014	Stanley Predator 18' rescue boat
Espanola		2014	Ford F550 4x4/Fort Garry light rescue, 12' box SN M4593
Richmond Hill	841	2014	Spartan Gladiator/Spartan ERV 2000gpm/750gwt SN 213140-1
Richmond Hill	8	2014	Spartan Gladiator/Spartan ERV 2000gpm/750gwt SN 213140-2
Windsor Airport Red 2		2014	E-One Titan 4x4 CRT 1500gpm/1585gwt/205gft
Mississauga	P.104	2014	Spartan Metro Star/SpartanERV/DEV2250gpm(H)/700gwt/60gft SN 213146-01
Mississauga	P.117	2014	Spartan Metro Star/SpartanERV/DEV2250gpm(H)/700gwt/60gft SN 213146-02

### OUT WEST

<b>Yukon Territory OFM</b>		2014	Freightliner M2/Fort Garry 1250gpm(D)/1000gwt
<b>Pouce Coupe, BC</b>		2014	Freightliner M2-106/Fort Garry Terminator 1050igpm(D)/1000gwt/25gft CAFS s/n M567
North Galliano		2014	IHC Durastar/Hub 500gpm(H)/1500gwt tanker
Grand Forks Tender 4		2014	Freightliner M2-106/OSCO Berkely PTO pump/3500gwt tanker
Willsons Landing		2014	Dodge Ram 5500/Hub Wildfire Striker 3 pump/300gwt
Malaspina	T.57	2014	Freightliner M2-106/Hub 420igpm(H)/1650gwt SN 1157
Port Coquitlam	E.2	2014	Pierce Impel 1500gpm(P)/500gwt/40gft Husky 12 FS (SN 27569)
Chilliwack River Valley		2014	Freightliner M2-106/E-One 1250gpm/970gwt/30gft
Kelowna	L.1	2014	Spartan Gladiator/Smeal 2250(H)gpm/300/40/100' RM FoamPro 2002 FS SO 4273
Lake Cowichan	R.7	2014	Freightliner 4x4/ITB rescue
Fraser Lake	R.11	2014	Freightliner M2-106/Rosenbauer rescue Ultra HP Pump(R/300gwt/5gft, 14' box
<b>Standard, AB</b>	W.71	2014	Freightliner M2-106/Fort Garry Crusader 420igpm(H)/2000gwt s/n M566 tanker
Camrose		2013	Freightliner M2-106/Fort Garry Crusader 1250gpm(H)/1000gwt s/n M402
MD of Bighorn (Exshaw)		2014	Spartan Metro Star/Hub 1050igpm(W)/600gwt/20gft Foam Pro 1600 FS SN 1168
Mannville		2014	Ford F550 4x4/Hub Wildfire Waterax high pressure pump/300gwt/10gft Scotty FS
Lac la Biche		2014	Smeal S450 1500gpm/400gwt/75' rearmount FoamPro 2001 FS SN 4303
Marwayne			
Nampa		2014	Dodge Ram 5500 light rescue
Ermineskin FN		2014	Freightliner M2-106/Fort Garry 1050igpm/1000gwt enclosed top mount SN 560
<b>E. St. Paul, MB</b>		2014	IHC 7400/Acres 840igpm/2500gwt s/n 140912122
Pine Creek FN		2013	Ford F550 4x4/Fort Garry 300igpm/300gwt/10gft SN M415 (Stock unit)

### QUEBEC, MARITIMES

<b>St.-Calixte, QC</b>	361	2014	Freightliner M2-106/Heloc heavy rescue SN 149962
Gatineau	(4)	2014	Rosenbauer Commander 1250gpm/2000gwt
Trois Monts	6039	2014	Freightliner M2-112/Carl Thibault 3500gwt vacuum tanker SN 2637
Vaudreuil-Dorion	312	2014	Rosenbauer Commander 4000 1250igpm/2000gwt/30gft Foam-Pro 2001
MRC de la Mitis	424	2014	Freightliner M2-112/Maxi Métal 3000gwt tanker
Gatineau	(4)	2014	Rosenbauer Commander 3000 1250igpm/2000gwt/30gft Foam-Pro 2002
Saint-Joseph-de-Coleraine	213	2014	Freightliner M2-106/ Maxi Métal 1050igpm/800gwt/30gft
Sainte-Perpétue	807	2014	IHC Prostar/Levasseur 500gpm/3000gwt
Nominigues	U.918	2014	IHC Terrastar/Lafleur heavy rescue



Elmsdale, NS E.211 runs this 2012 Spartan Metro Star/Metalfab pumper tanker. It has a 1050 igpm pump, 1200gwt and 2x20gft, also a FoamPro 2002 foam system. (Photo credit: Elmsdale FES)



Moncton, NB Truck 4 is a 2013 Pierce Impel rearmount with a 1750gpm pump, 500gwt and 75' aerial. Truro, NS received this 2014 Pierce Arrow XT 95' tower earlier this year. It has a 2000gpm pump and 300gwt, SN 27093 (Photo credits: Pierce Manufacturing)







Terry Yip enjoyed a successful tour of Saskatchewan's second city last month with great results. First up; Saskatoon Rescue Engine 21, a 2009 Spartan Rosenbauer pumper has a 1500gpm pump, a 500gwt and two 25gfts. It runs from Station 2.



Tech Rescue 6, a 2010 Spartan Rosenbauer Heavy Rescue, runs from Station 6.



Ladder 8 is a 2010 Pierce Velocity PUC quint with a 1750igpm pump, 300gwt and 100' ladder tower. It is located at 8 Station. (All Saskatoon photos courtesy Terry Yip)





Saskatoon Brush 5, a 2013 Ford F 550 4x4 Blanchat unit has 150gpm, 500gwt and 10gft.



Tanker 2 is a 2013 Freightliner FL108SD Fort Garry rig with a 425igpm pump and 2500gwt.



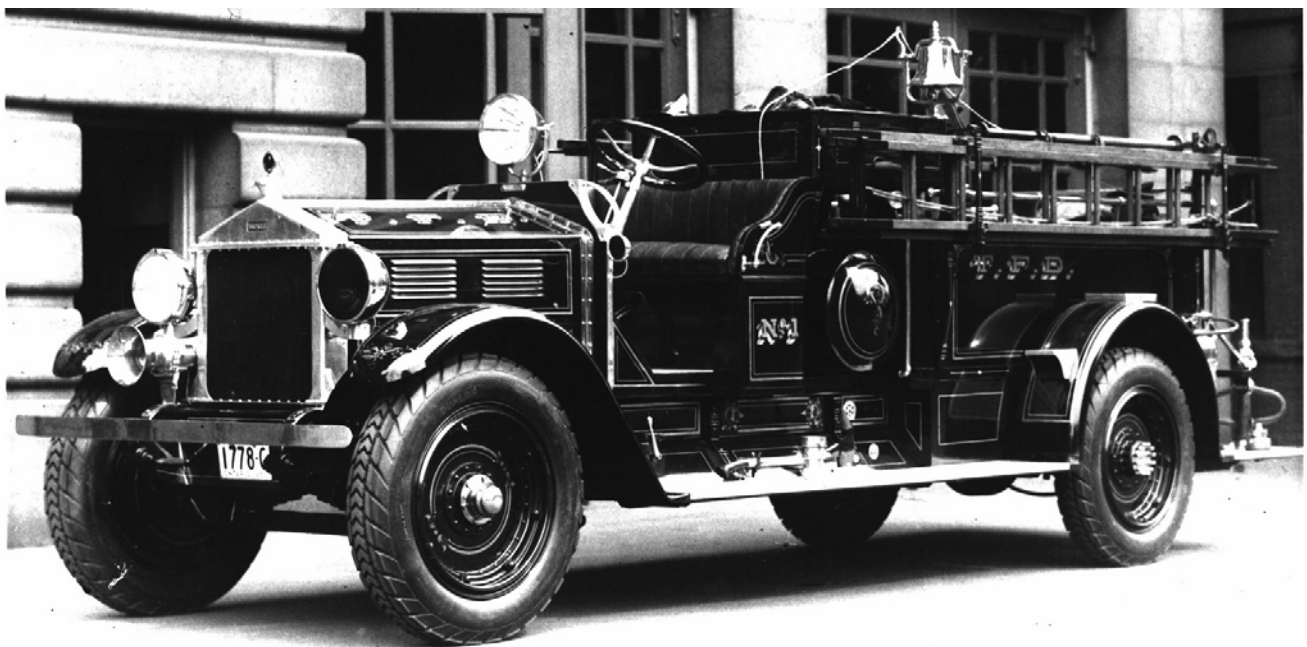


New to Richmond, B.C. is this 2014 Pierce Dash CF PUC pumper equipped with a 1250igpm Waterous pump, 350gwt, and 40gft (SN 27210). Also new from Pierce is Ladder 7, a 2014 Dash CF PUC quint with 1250igpm pump, 350gwt, 40gft and 105' stick. (SN 27211) (Terry Yip photos)



Slightly older vintage is this 2010 Pierce Arrow XT tower in Olds, AB. Unit 670 has a 1750igpm pump, 270gwt and a 100' ladder tower. (John Bowerman photo)





Hose 1 at delivery (top), Hose 10 in the '70s, the trio in front of HQ in 1930. (Courtesy Walt McCall)





## HISTORICALLY SPEAKING: TORONTO'S BICKLE HOSE TRUCKS

By Walt McCall

As noted in an earlier article, for much of the past century the Toronto Fire Department purchased locally-made American-LaFrance fire apparatus almost exclusively. In the mid-1950s, nearly every front-line pumper, aerial, rescue squad and high pressure monitor was a cab-forward ALF 700. The glaring exceptions were three Bickle-Seagrave aerials and one lonely Mack pumper. The Canadian subsidiary of American-LaFrance, *LaFrance Fire Engine & Foamite Ltd.* built a plant on Weston Rd. in 1914-15. The company's only viable competition in the Canadian market was Bickle Fire Engines Ltd. (later Bickle-Seagrave) of Woodstock. Pierre Thibault Ltd.'s market then was largely limited to the province of Quebec.

In 1930, the Toronto Fire Department awarded Bickle a contract for three custom-chassis hose trucks. A fourth was delivered in 1931. With their distinctive gabled hoods, the Bickle hose wagons remained in front-line service through the 1950s. All four were *Bickle Underwriter* Combination Hose & Booster cars on 168.5"-wheelbase Bickle custom chassis powered by Waukesha six-cylinder engines, and equipped with Hale booster pumps. A 60-gallon cylindrical booster tank was mounted between the driver's seat and hose body, and 300 feet of booster hose was carried in a metal basket over the front end of the hose body, which held 1,250 feet of 2-1/2" hose. A 20-foot wooden extension ladder was carried on the left side of the apparatus, a 12-foot roof ladder on the other. Warning devices included a ten-inch locomotive bell and..."one electric siren, Staten Island type, mounted as usual".

Bearing Bickle serial numbers 6004, 6005 and 6006, the handsome new hose wagons were placed in service in September, 1930 at Station 1 on Adelaide St.; Station 16 on Richmond St. and Station 28 on Montgomery Rd. An identical fourth Bickle Underwriter hose truck, Serial #6008, was delivered in 1931 and placed in service as Hose 10 at Fire Station 10 on Yorkville Avenue.

*"The engine is to be taken into the paint shop before any wiring, fitting etc. of any kind is done so that Jimmy can finish it up the same as the last three"*, the shop work order for the 1931 Bickle hose truck specified. *"This engine is to be dolled up and nickel-plated the same as the last three"*.

When Fire Station #16 was closed in 1935, former Hose 16 was moved to Station 17. In 1948 it was moved again, this time to Station 7 where it served until 1954.

In the late 1930s, windshields were installed on all four of the Bickle hose trucks by the T.F.D. shops. A 1950 T.F.D. roster showed the 1930 Bickles in service as Hose 7, Hose 27 and Hose 28, with the '31 still running out of Station 10. During the 1950s, the Bickle hose wagons were gradually all replaced by LaFrance 700 Series triple combination pumpers. Last to go was Hose 10, which was disposed of in the early 1960s. The writer remembers seeing the Bickle hose trucks at Station 10 and the old Station 7 on Dundas St. E. near Parliament ca. 1952.

Remarkably, three of the Bickle hose wagons are still around today, in the hands of private owners. For many years, ex-Hose 27, retired in 1956, sat out in front of a gas station in Severn Bridge before being acquired by its fourth owner. Ex-Hose 16/17/7 was owned by Larry Price and Don Kerr of Richmond Hill in the 1970s. Ex-Hose 10 was acquired by Clint Truax and Sons of Midland. The Toronto Fire Department's last new hose trucks were a pair of LaFrance/Internationals delivered in 1939 -- but in the mid-1950s a 1947 American-LaFrance 700 rescue squad was converted into a hose and booster rig for Station 5 on Lombard St. Two of them seen at a fire downtown (below).







A pair from Stratford: Mini-pump 1 is a 2007 Ford F550/Rosenbauer 420/250/20, Pumper 2 is a 2008 Spartan/Rosenbauer 1050/625/2x20F, with rear mount pump. (Rick Loiselle photos)



Penetanguishene Aerial 1 is a 2010 Pierce Impel 1500-420-75' SN10792. (Ken Buchanan photo)







Another photo from the August tour: Brant County Pumper 91, a 1994 Ford CR8000/Almonte is now a spare, it has a 840igpm pump and 800gwt. SN#8717 (Bob Rupert photo)



New to Ottawa, above: Car 20, the Western District Chief. It's a 2013 Chevrolet Tahoe, below: one of the new pumps, a 2014 KME Severe Service with a 1250gpm pump, 600gwt and 20gft. (Ken Walton photos)







Three items from Chatham-Kent, Station 9 in Bothwell. All three served with the Bothwell-Zone-Euphemia prior to the 1998 amalgamation. Top-most is CKFS 9-11, a 1987 GMC/Hub pumper with 625igpm pump and 500gwt. 912 below is a 1995 GMC/Robina tanker with a 400igpm pump and 1800gwt. Last is a 1991 Ford/Champion command unit. (Neil McCarten photos)







Another pair from Chatham-Kent, above is a 1984 Ford/Childs command unit, formerly with North Harwich. Unit 12-12 below is a 2007 IHC/E-One tanker with a 400igpm pump and 1250gwt.







North Vancouver District just put this 2014 Pierce Arrow XT pumper into service at Engine 1. It features a 1750igpm Waterous pump, 330gwt, 25gft, and a Husky Foam System, Serial # 27192.



Duncan, BC Rescue 9 is a 2012 Dodge Ram 5500/Fort Garry light rescue with a 12' box.



New Westminster Engine 3 is a 2012 Pierce Velocity PUC pump with 1250gpm, 420gwt and 40gft. (Dave Stewardson photos)





For those of you looking for some variety we have a couple of unusual colour schemes, albeit without graphics. Above, recently delivered to Milford, NS. A 2014 Freightliner M2 106/Fort Garry tanker with a 840igpm Waterous pump and a1500gwt. Below is an all-black Kenworth Fort Garry oil-field rig, a combination shower/fire fighting unit equipped with a 1750gpm Hale pump, a 1000gwt and 100gft on a T800 chassis. SN M595 is one of a pair just delivered. (Dave Stewardson photos)







Courtenay, BC Tanker 14, a 2007 Freightliner M2-106/H Commercial Body 420igpm(H)/1700gwt, Rescue 71 is a 1992 American Fire & Rescue body on a 2013 Spartan chassis, conversion done by Fort Garry.



Courtenay Ladder 12 is a 2002 Spartan Galdiator Smeal quint with a 1750igpm pump, 500gwt, 30gft and 75' aerial. SN 202040. (Terry Yip photos)



# Is black the new red when it comes to Canadian fire trucks?

## 'Red and black is the new, hot colour' says Canadian fire truck manufacturer

By Greg Layson, [CBC News](#) Posted: Nov 07, 2014 6:00 AM ET Last Updated: Nov 07, 2014 7:30 AM ET

Black could be the new red when it comes to Canadian fire trucks. Rick Suche, president of Fort Gary Fire Trucks, a fire truck manufacturer in Winnipeg, says one third of orders include a request for black paint. "Red and black is the new, hot colour," he said. "Red and white trucks used to be the most popular, but red black is becoming the most popular now."

Citing better visibility, the LaSalle Fire Service, west of Windsor, Ont., became the latest department to buy a truck with black in its paint scheme. The newest pumper's cab is black from the windows up. Deputy fire chief Ed Thiessen said the black is more visible against overcast skies and during the early morning and early evening hours. A department committee formed two years ago designed the \$480,000 custom-made truck. Thiessen says the colour was part personal preference, part safety. "Studies are showing that it's more visible during daylight hours," he said. At a scene on a highway - against the sky - Thiessen said research shows the black top is easier to see, compared to the white top trucks they have now.

"I've heard that, but I don't know if there are any scientific studies to prove that," Suche said. "A lot of the paint jobs and paint schemes are done to make the firefighters proud of their trucks and keep them clean." Elsewhere in Ontario, the volunteer fire department in Minto recently put a "black-top" fire truck into service. Fire chief Chris Harrow said the decision partially based on safety. "Part of it was the cool factor, too," he said. Harrow said that being a volunteer department meant that firefighters had some say in how their new truck would be painted.

In Comox, B.C., the newest trucks there are all black, front to back. Fire chief Gordon Schreiner said red lights appear brighter against black paint. "We've had our trucks next to red ones and people ask 'how'd you get your lights so bright?' And I tell them, 'they're the same lights,'" Schreiner said. "People are looking for contrast," Suche said. "The safety issues are covered through reflective [striping] and lights."



Photo courtesy Comox Fire Rescue twitter feed. E.34 is a 2011 Spartan Metro Star/Hub 1750/700/30.



Governments mandate how much reflective striping and how many lights a truck must have. Suche and Richard Boyes, executive director of the Ontario Association of Fire Chiefs, said studies conducted back in the 1970s and early 1980s determined yellow and lime green trucks were most visible. "Yellow trucks are more visible, but the public just didn't accept yellow as the colour of a fire truck," Boyes said. "Slime lime has pretty much gone away," Suche said. "The firefighters didn't like it." Suche said his company paints one lime green truck each year, on average.

Fort Garry still paints trucks in solid red, white and blue. A two-tone paint scheme costs about \$800 more. There hasn't been a definitive study in colours since the 1980s, Boyes said. Schreiner said he doesn't expect departments to rush out and replace all their red trucks at once. "Firefighting is huge with tradition and red is the colour most associate with fire trucks," he said.

To see the accompanying pictures, go to: <http://www.cbc.ca/news/canada/windsor/is-black-the-new-red-when-it-comes-to-canadian-fire-trucks-1.2826242?cmp=rss>



A couple of fairly recent examples, above is Minto, ON P.140, a 2011 Spartan Metro Star/Metalfab rig assigned to Clifford station. It has a 11250gpm pump and 600gwt. (Ian Duke photo). Richot, MB put this 2013 E-One Typhoon pump in service last December. It features a 1250gpm pump, 800gwt and 30gft. Assigned to the St. Adolphe Station, it carries serial number 138312. (Dave Stewardson photo)







Where it all started, updated of course. Most of you are already aware that the black over red tradition began in Chicago in 1933 when an order of chief's cars arrived with red bodies and waterproofed black roofs. The design caught on and soon, all CFD rigs featured the distinctive motif. Today's chief's vehicles look like this: Battalion 1, a 2009 Chevy Tahoe stationed at Engine 13. (Desmond Brett photo)



Bentley District in Alberta recently opened this large drive-through hall on 50<sup>th</sup> Ave. The BDFD's pumper, tanker and rescue are displayed in front. (Photo credit: Bentley District FD)



The fire station in Uxbridge, soon to be replaced. The hall is located at 17 Bascom St. (Neil McCarten)



This 1971 Toronto Roster, by Alan Craig and Walt McCall, originally appeared in the 25<sup>th</sup> Anniversary Issue of the Third Alarm. One correction: Station 15 was still located at 224 Cowan Ave. I am happy to report that all three of the preserved rigs are still with the new Toronto Fire Services, and the 1939 Ford/LFrance has been recently restored to its former glory.

### 1971 TORONTO FIRE DEPARTMENT ROSTER

#### Fire Station No. 1 - 152 Adelaide St. W.

Pumper No. 1 - 1971 King/Ford 1050/300 Canopy Cab - Diesel\*  
Aerial No. 1 - 1968 LaFrance/Ford 100' Canopy Cab\*  
High Pressure Monitor No. 1 - 1949 LaFrance 700 Series 2700/125  
Platoon Chief, Bottle Truck #613, Fire Alarm Superintendent and  
telegraph line trucks also quartered at this station.

#### Fire Station No. 2 - 33 Claremont St.

Pumper No. 2 - 1952 LaFrance 700 Series 840 GPM Canopy Cab  
Pumper No. 9 - 1963 LaFrance 900 Series 1050 GPM Canopy Cab  
Aerial Tower 2 1969 Duke/Ford/Hi-Ranger 85', Canopy Cab  
Rescue No. 14 1963 Marsh/Ford Heavy Rescue Truck

#### Fire Station No. 3 - 12 Grosvenor St.

Pumper No. 3 - 1952 LaFrance 700 Series 840 GPM Canopy Cab  
Deputy Chief - 1967 Plymouth Fury

#### Fire Station No. 5 - 207 Front St. E.

Pumper No. 4 - 1970 LaFrance/Ford 1050/300 Canopy Cab - Diesel\*  
Pumper No. 5 - 1970 LaFrance/Ford 1050/300 Canopy Cab - Diesel\*  
Aerial Tower 5 1964 King/Ford 85' Strato-Tower, 3-Man Cab  
High Pressure Monitor No. 2 - 1949 LaFrance 700 Series 2700/125

#### Fire Station No. 7 - 475 Dundas St. E.

Pumper No. 7 - 1954 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 7 - 1954 LaFrance 700 Series 100' Open Cab Aerial  
Rescue Squad 1 1963 Marsh/Ford Heavy Rescue Truck

#### Fire Station No. 8 - 132 Bellevue Ave.

Pumper No. 8 - 1971 King/Ford 1050/300 Canopy Cab - Diesel\*  
Aerial No. 8 - 1956 LaFrance 700 Series 100' Open Cab Aerial

#### Fire Station No. 10 - 34 Yorkville St.

Pumper No. 10 - 1953 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 10 - 1958 LaFrance 700 Series 100' Open Cab Aerial  
District Chief #3

#### Fire Station No. 11 - 441 Bloor St. E.

Pumper No. 11 - 1963 Mack C125F 1050/200 Canopy Cab Pumper

#### Fire Station No. 12 - 840 Gerrard St. E.

Pumper No. 12 - 1962 Mack C125F 1050/200 Canopy Cab Pumper  
Aerial No. 12 - 1957 LaFrance 700 Series 100' Open Cab Aerial  
District Chief #2

#### Fire Station No. 13 - 1717 Dundas St. W.

Pumper No. 13 - 1949 LaFrance 700 Series 840/125 Canopy Cab  
District Chief #6



## TORONTO FIRE DEPARTMENT - 1971

### Fire Station No. 14 - 1285 Dufferin St.

Pumper No. 14 - 1961 Mack C125F 1050/200 Canopy Cab Pumper  
Pumper No. 19 - 1963 LaFrance 900 Series 1050/200 Canopy Cab  
Aerial No. 14 - 1960 King-Seagrave Custom 100' Open Cab-Forward  
District Chief #5

### Fire Station No. 15 - 140 Lansdowne Ave. 224 COWAN AVE

Pumper No. 15 - 1949 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 15 - 1956 LaFrance 700 Series 100' Open Cab

### Fire Station No. 16 - 83 DeForest Rd.

Pumper No. 16 - 1965 Mack C125F 1050/200 Canopy Cab

### Fire Station No. 17 - 1904 Queen St. E.

Pumper No. 17 - 1953 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 17 - 1962 Mack C85F 100' Open Cab Aerial\*

### Fire Station No. 20 - 358 Keele St.

Pumper No. 20 - 1949 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 20 - 1957 LaFrance 700 Series 100' Open Cab Aerial\*  
Box 12 Canteen 1963 Van  
District Chief #7

### Fire Station No. 22 - 87 Main Street

Pumper No. 22 - 1958 LaFrance 900 Series 840/150 Canopy Cab  
Aerial No. 22 - 1961 Mack C85F 100' Open Cab Aerial\*  
District Chief #8

### Fire Station No. 23 - 240 Howland Avenue

Pumper No. 23 - 1968 LaFrance/Ford 1050/300 Canopy Cab

### Fire Station No. 24 - 20 Balmoral Ave.

Pumper No. 24 - 1955 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 24 - 1953 LaFrance 700 Series 100' Open Cab Aerial

### Fire Station No. 25 - 65 Hendrick Ave.

Pumper No. 25 - 1955 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 25 - 1957 LaFrance 700 Series 100' Open Cab Aerial\*

### Fire Station No. 26 - 153 Chatham Avenue

Pumper No. 26 - 1953 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 26 - 1968 LaFrance/Ford 100' Canopy Cab Aerial\*  
Car 64 - Photo Unit

### Fire Station No. 27 - 106 Ascot Avenue

Pumper No. 27 - 1956 LaFrance 700 Series 840/125 Canopy Cab

### Fire Station No. 28 - 16 Montgomery Road

Pumper No. 28 - 1954 LaFrance 700 Series 840/125 Canopy Cab  
Aerial No. 28 - 1968 LaFrance/Ford 100' Canopy Cab Aerial\*



## TORONTO FIRE DEPARTMENT - 1971

### Fire Station No. 29 - 641 Eglinton Ave. W.

Pumper No. 29 - 1966 King/Ford 840/200 Three-Man Cab

Aerial No. 29 - 1956 LaFrance 700 Series 100' Open Cab Aerial\*  
Deputy Chief - Car 52

### Fire Station No. 30 - 39 Commissioners St.

Pumper No. 30 - 1954 LaFrance 700 Series 840/125 Canopy Cab

### Fire Station No. 31 - 462 Runnymede Rd.

Pumper No. 31 - 1955 LaFrance 700 Series 840/125 Canopy Cab

Aerial No. 31 - 1960 Thibault Custom 625/85' Aerial Quint, Canopy

### Fire Station No. 32 - Exhibition Park

Occupied only during Canadian National Exhibition (2 Pumpers)

### Fire Station No. 33 - Cibola Rd., Centre Island

Pumper No. 33 - 1947 Mack LS85 840/150 Open Cab Pumper

Pumper No. 33B 1954 Willys Jeep 350 GPM Pumper

### Fire Station No. 34 - 3135 Yonge St.

Pumper No. 34 - 1949 LaFrance 700 Series 840/125 Canopy Cab

### Fire Station No. 35 - 11 Queen's Quay

1964 Fireboat "William Lyon Mackenzie" 7000 GPM/55' Snorkel\*

\* Indicates still on T.F.D. roster in 1991, mostly as spare apparatus.

### Spares:

The T.F.D. at this time had a reserve fleet of approximately eight LaFrance 700 Series 840/125 pumpers ranging in age from 1948 to 1952; four 1948-1952 LaFrance 700 Series 100' open cab aerials; and one 1949 LaFrance 700 Series spare Rescue Squad.

The Toronto Fire Department at this time had just begun to purchase Diesel-powered apparatus -- Pumpers 4 and 5 in 1970, and Pumpers 1 and 8 in 1971. Today, the department is virtually 100 per cent Diesel-powered.

At least three LaFrance 700 Series 100' open-cab aerials and the 1961 and 1962 Mack 100' open-cab aerials are still running as spares today after three decades of yeoman service!

### Miscellaneous Apparatus:

1928 LaFrance Metropolitan 800 GPM Pumper

1931 LaFrance Type 233 City Service Ladder Truck

1939 LaFrance/Ford 500 GPM Open-Cab Pumper (Ex-Toronto Island)

Compiled by Walt McCall and Alan Craig

Note: Pumpers 17, 27, 30 and 34 all had overhead ladder racks and carried a 35' ladder.





Brant County Rescue 37 which features a remounted 1992 Sentinel body (ex Richmond Hill, ON) on a 2014 Ford F550 chassis, the work was done by Dependable.



Another rig with a second home, Brant County Tanker 35, a 1993 Ford L8000 with a 1986 Superior body bought from Calgary, AB. It has a portable pump and a 2000 gwt. (Bob Rupert photos)





A pair from Ottawa. Ladder 35 is a 2002 E-One Cyclone II tower with a 1750gpm pump, 300gwt and 95' tower. Pump 35 is a 2006 Spartan/CarlThibault with a 1250gpm pump and 500gwt. (Rick Loiselle photo)



Another find with a Roto-Ray, Ken Buchanan passed on this shot of Pelham's Aerial 1, a 2001 Pierce Dash 85' tower with 1250gpm pump and 500gwt. It runs from Station 1, Fonthill. SN 12189.





Thanks to a generous donation to the club, we are now in possession of a fine collection of apparatus promotion cards from the 1960s. Featured in this issue are a pair of Pitman Snorkels, the first sold to West Palm Beach, FL. It has an 85' tower on a custom Pitman chassis with Cincinnati cab.



A beast of a truck back then (the early '70s), this is Bethesda Chevy rescue Squad's Unit 19. It features a Swab HDR 20 body on a 1971 Kenworth K121 chassis.



The final entry is Cedar Rapids, IA Snorkel 1, a Pirsch custom job with a 75' tower.





A couple of beauties from yesteryear. Ladder 8 is a 1953 Mack/Magirus 100' aerial formerly with Montreal, now owned by the Pompiers Auxiliaires de Montreal. (Steve Garnett photo). The 1930 Packard is a unique creation, commissioned by Packard to protect their proving grounds in Utica, MI. The seven seat Phaeton was converted to a Model 740 firetruck by the Penn Yann Body Co. in New York State. (Alain Fredette photo)

