

Third Alarm



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November - December 2015



After just 44 years of service to the OFBA, our longest serving executive member has stepped down. Walt McCall was appointed as a director late in 1971, during our club's first year. His most important role during his tenure was that of editor of the Third Alarm, a post he occupied for 37 years. While he helped run the OFBA he also edited several other club newsletters, and authored 19 books on fire apparatus, including "Fire Engines of North America", one of the most important ever written. (D. Brett photo)

Condolences to the GTMAA on the passing of member Ken Keeler. Ken was a retired Scarborough firefighter who put in 39 years service.

THIRD ALARM

Volume 45 Number 6
November-December 2015

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

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President's Message...

Welcome to our two new Board Members, Ken Jansen and Bob Anderson, elected at the Annual General Meeting of the OFBA on November 7, 2015. Ken has graciously agreed to be our new Secretary while Bob will replace retiring director Walt McCall who has stepped down after 44 years of service on the Board. It was my pleasure to present Walt with a plaque honouring him for those 44 years. In other AGM news, the Collectibles Show was well attended and, thanks to the generosity of Larry Ward, Alain Fredette, Steve Garnett and Bob Kirkpatrick, four raffle prizes were given away. The club is in good shape financially and even with an increase in postal rates in January, 2016 there is no need for an increase in dues.

The major item discussed at the meeting was the fate of High Pressure Monitor #2. As you all know the truck has been stored with Toronto Fire for the past year or so and it has now been brought to our attention that they may not have room for it on an ongoing basis under the present circumstances (not their truck). After a lengthy discussion the membership present at the meeting directed the Board of Directors to negotiate the selling of the truck back to Toronto Fire Services as per the agreement signed by us when we purchased it from them in 1980, subject to a couple of conditions. We would like to be able to display or use the truck from time to time and we would like a plaque put on the truck noting that it had been restored by the OFBA. We will keep you informed as to the outcome of the discussions with Toronto Fire Services.

As we end the year, on behalf of your Board of Directors I would like to wish all of our members, subscribers and their families a very Merry Christmas and a Happy, Healthy and Safe 2016. See you next year.

Bob Rupert, President.

From our Membership Secretary...

It's hard to believe that another year is almost over. The Annual Meeting and Collectibles Show has come and gone, along with a number of great photo tours. The number of vendors attending this year was down from past years, but there were several new ones and we hope that they will return again. We have space for many more vendors and would also like to see more of the general public there. Any ideas from the members on how to achieve this would certainly be welcomed.

Enclosed with this final issue of The Third Alarm for 2015 is your membership card and 2016 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, as many of you did at the Flea market. This early payment seems to be popular and is a great help to the club and is very much appreciated – as are the extra donations made by many of you.

For those of you interested in numbers, we have 105 members located from coast to coast in Canada, as well as 6 in the USA and 3 in the UK. We also mail out approximately 12 copies of the T/A to various fire related clubs and fire service organizations. Approximately 38% receive the electronic version in lieu of paper and 20% receive both versions. As you are no doubt aware, the electronic version is usually double in length and **in full colour**.

With this being the last issue of 2015, I would like to thank all those whose contributions have made this club so successful. It has again been a pleasure working with members of the OFBA Executive and I wish those retiring a special vote of thanks and I look forward to working with the new members who have joined us. It's always worth repeating that it takes a great deal of time and effort to arrange photo tours, compile the Third Alarm and manage the finances. And last, but not least, thanks to our membership in general. It is you who keep the club going by attending the tours and the annual Flea Market as well as sending in the articles and photos to our editor. It would be interesting to know which features are of most interest to our readers. So when you return your dues notice, drop us a note and let us know if there is anything special or different that you would like us to include. I would also like to thank the Toronto Fire Service for permitting us, each year, the use of their auditorium for our Flea Market and Annual Meeting.

On a personal note, I would again like to send holiday greetings to my 'fire friends' in Barbados, Durban, Malta and Singapore. We look forward to another successful year in 2016 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...

It has been a banner year for contributions and I would especially like to single out the efforts made on our behalf by Bob Rupert who provided rosters and itineraries for each and every tour, and numerous photos for the TA over and above his numerous duties running the club. Walt McCall has also done a bang up job sending in historical articles for five of the issues in 2015 and lengthy coverage of two large musters, along with assorted apparatus news and photos. I am also grateful to Dave Stewardson for sending in dozens of photos of rigs from six provinces and for providing coverage of the mammoth Interschutz convention in Germany and to Gary Dinkel for his many roster contributions, photos and apparatus info.

This time around, the following members took the time to pass along information: Robert Herscovitch, Dave Stewardson, Doug Holmes, Bob Rupert, Ken Buchanan, Rob Simpson, Larry Thorne and Ken Walton. Photo credits go to Dependable Emergency Vehicles, Robert Herscovitch, Dave Stewardson, Doug Holmes, Bob Rupert, Ken Buchanan, Rob Simpson, Larry Thorne, John Bowerman, Ken Walton, Gary Dinkel, Ian Duke, Bob Dubbert and Neil McCarten. To all our readers, have a merry Christmas and all the best for 2016.

Desmond Brett, Editor, Third Alarm

OFBA Flea Market and General Meeting



A moderate turn out both to the market portion and the meeting, which also saw an update from Ian Duke, the IFBA Region 10 representative. Two new members were added to the executive, Ken Jansen of Cobourg and Bob . Steve Garnett of the Pompiers Auxillieres de Montreal was chosen to be the next Region 10 VP. Amazingly, three of the four raffle prizes went to the same recipient: Matt Harper of North York. Matt is with Toronto Fire Prevention. He gratefully received the framed picture of the Toronto LaFrance pumper, the model and the Firefighter's Memorial Book. Rick Loiselle of London won the Montreal Fire Department History. (Photo credit: Desmond Brett)



The Box 43 Association in Hamilton Ontario Canada are celebrating their 65th year of service to the Hamilton Fire Department, and have had over 50 runs this year. In November, they moved from their own quarters back to H.F.D. Station 6 where they have their own bay and are using the old EMS Quarters for the club. In addition to the rehab vehicles, the preserved Ahrens Fox pumper is kept there. Box 43 is a 1992 Dell Ford E350, interior by Tracey's RV, Box 43A is a 1997 Chev Suburban.
(Ken Buchanan photos)

Roster - OFBA Photo Tour, September, 2015 by Bob Rupert

Ramara Township Fire and Rescue (note: all units Imperial)

Station 1 - 3290 Simcoe County Road 47, Brechin (NE corner of Hwy 12 and CR 47)

Pump 1 -	2003 GMC C8500 / Fort Garry	1050/1000/20F	SN#9012
Tower 1 -	2011 Sutphen Monarch	1250/250/20F/100'	SN#HS4960
Tank 1 -	2007 GMC / Asphodel	PP/1500	
Rescue 1 -	2001 Ford E450 / PK Bodies		
Rescue 11 -	2008 Chevrolet crew cab 1-ton pickup		
Boat 1	Husky Airboat		
Parade	1958 GMC / Thibault	625/500	

Station 2 - 85 Patricia Dr., Atherly

Pump 2 -	2009 Kenworth T370 / Fort Garry	1050/1000	SN#M090
Aerial 2 -	1990 Ford C8000 / Superior	1050/450/50' TS	SN#SE 989 ex-Hamilton
Tank 2 -	1992 GMC Top Kick / Dependable	PP/1500	
Rescue 2 -	2014 International TerraStar (older rescue body / new chassis)		

Station 3 - 7305 Simcoe County Rd. 169, Washago

Pump 3 -	2014 International 4400 / Fort Garry	1050/1000	SN#M523
Tank 3 -	2013 International 7400 / Arnprior / 1987 Almonte tank	840/1500	SN#DY2925
Rescue 3 -	2001 Ford E450 / PK Bodies		
Rescue 33 -	2008 Ford / F250 Super Duty Pickup		
HazMat/Command Trailer	2009 Roadmaster		

Brock Township Fire Department

Station 81 - 217 River St., Sunderland

Pumper 81 -	2004 Freightliner M2 / Dependable	1050/830	SN#P345-1050-900-04
Tanker 81 -	1990 Ford F800 / Dependable	625/1250	SN#PT240-850-90
Rescue 81 -	2000 GMC C6500 / Advance / PK Welding		
Parade -	1951 GMC 3-ton / Bickle	420/400	

Station 82 - 26 Laidlaw St. South, Cannington

Pumper 82 -	2000 Freightliner FL80 / Advance Eng.	840/830	SN#2000-1-840-PT1003
Tanker 82 -	1999 GMC C8500 / 1980 MTI / DEV PP/1250		
Rescue 82 -	2007 Kenworth / Pierce Contender Heavy Rescue		
Parade -	1961 Fargo D600 / King	625/500	SN#61054

Station 83 - 360 Bay St. West, Beaverton

Pumper 83 -	2004 Freightliner M2 / E-One	1000/600	SN#SE 3573 /#127423
Tanker 83 -	1991 Ford F800 / Dependable	500/1250	SN#P236-100-90
Rescue 83 -	2006 International / Pierce Contender Heavy Rescue		SN#639260
Spare -	1994 Freightliner FL80 / Dependable	625/540	SN#P258-1050-94
Car 86 -	2011 GMC Sierra Pickup (Fire Prevention)		

Georgina Fire Department

Station 1-4 - 165 The Queensway South, Keswick

Engine 142 -	2001	Freightliner FL80 / Fort Garry	1050/600	SN#M6661
Tanker 144 -	1998	GMC C8500 / Almonte	PP/1500	
Aerial 146 -	2011	Spartan Metro Star / Crimson 75' RM	1250/500	JN#309036
Engine 141 -	2002	Freightliner FL80 / Almonte (spare)	1050/500	SN#
Squirt 143 -	1992	Spartan Diamond/Phoenix/Nova Quintech	1050/500/55'	SN#91-09-1293-301

Station 1-6 - 37 Snooks Rd., Sutton

Engine 161 -	2011	Spartan Force / Crimson	1250/840	JN#211039-01
Squirt 163 -	1997	Freightliner FL80 / E-One 50' Teleboom	1050/500	SN#17868
Tanker 164 -	2003	GMC C8500 / Almonte	PP/1500	
Rescue 169 -	1995	GMC Vandura 3500 / Almonte		

Station 1-8 - 270 Pepperlaw Rd., Pepperlaw

Engine 181 -	1999	International 4900 / Fort Garry	1050/600	SN#M6308
Tanker 184 -	1998	GMC C8500 / Almonte	PP1500	
Rescue 189 -	1996	GMC Vandura 3500 / Almonte		
Antique -	1885	Button Hand Pump		



Georgina Rescue 189 is a 1996 GMC Vandura 3500, body by Almonte. (Desmond Brett photo)



Athabasca, AB now has a 2015 Spartan Metro Star/Fort Garry rearmount pumper at Engine 2. It has a 1050igpm Hale pump, 500gwt and 25gft, and serial number M621. (Dave Stewardson photo)



The MD of Foothills, AB recently placed this 2014 Freightliner 114SD/Rosenbauer tanker in service in Blackie as Tender 7. The long rig has a 633igpm pump and 2910gwt, with pump and roll. (#21450)



Airdrie, AB recently replaced Engine 88 with this 2016 Pierce Velocity pumper. It has a 1500gpm pump, 500gwt and 30gft. Serial number 28730. (John Bowerman photos)

The apparatus floor...

On November 10, 2015 the doors at **Eastway Emergency Vehicles** were locked and the company is not in production. Reports are the employees have been laid off, with no restart date given.

From **Ottawa**, several of the 2015 KME pumpers have been placed in service at Pump 22, Pump 23, Pump 35, Pump 41, Pump 51, Pump 52 and the Training Centre. The remainder were sent back to KME for warranty work and will be placed in service shortly. Due to a shortfall in the city budget due to the amount of snow last year, the budget for the entire city fleet was greatly reduced for the remainder of this year. Due to this, the anticipated awarding of a contract for 4 tankers has been placed on hold. Also on hold are the replacement brush trucks and brush tanker.

Several of the Ottawa 2002 and 2003 HME/Fort Garry pumpers have gone to auction. One of these, a 2002 model, was purchased by La Cite College in east end Ottawa, that offers the only Pre-Service Firefighter program in Ontario to be delivered completely in French. The truck has been painted green, which is unusual for this area. (Ken Walton)

Toronto Fire Services has awarded a contract for 20 pumpers to Dependable for next year. It allows for and additional seven pumpers in Year 2 and six more in Year 3. The TFS has also awarded a contract to PK Welding for a large rehab unit to be built on a Freightliner MT55 chassis which will be 33' long. It will contain a large rehab area with refreshment facilities and a section for hanging bunker gear, and will have a capacity of ten firefighters. There will be separate washrooms with access from outside. As LRT construction has commenced on Eglinton Ave. west of Avenue Rd., the front doors at Station 135 are no longer usable and A.135 has been transferred to Station 134. The pump will now run from the rear door into an alley, work continues on the new hall north on Chaplin Cres. The new digital radio system is up and running, using frequencies in the 700MHz range and improvements in reception have been noted in the subway and highrise buildings. It will not be encrypted. (Info from the GTMAA Trumpet) Both of the new E-One Typhoon aerials arrived in November. They are single axle, 100' rearmount straight aerials, designed to get into tight spots downtown. They are slated to go to stations 315 and 331. Lastly, the first of the 2014 Spartan/Smeal quint is has just gone into service at Station 226.

Victoria, BC has purchased a 2007 E-One/Bronto 100' Skylift, ex-Brookline, MA. It has a 2000gpm pump and 300gwt and will replace Ladder 2. **Toronto's** new fireboat, the "William A. Thornton" went into service in October. The 79' craft was named for the first Toronto firefighter to die in the line of duty, back in 1848. The boat will be equipped with a fire pump next year. It is berthed at Station 335 and crewed by the fireboat crew.

View royal, BC opened a new hall in the summer at 333 Island Highway. The large, \$7.5 million facility has a single story, four bay apparatus area and a two story admin section that also contains four, one-bedroom apartment that are rented to volunteer firefighters. In exchange for the being able to rent the units at a discount, the volleys provide on-the-spot response to calls, drastically reducing response times. By-law enforcement and inspection staff are also housed in the building. **Prince Edward County** is building a new emergency services centre in Picton which will replace the 85-year-old Picton fire hall, the 26-year-old Loch Sloy fire hall and an EMS base. The fire station will have four bays, the EMS side will have two. It will cost around \$3.5 million to construct the one-story, 17,000 sq ft facility which should be done by next fall. It will also house the admin and communications offices for both fire and EMS, as well as the county 911 centre. **Mississauga's** new Station 119 has been completed at 6375 Airport Rd. The two bay fire hall is complemented with a two bay EMS station.

Following the termination of the coverage agreement with Windsor, NS, **West Hants** contracted with neighbouring **Brooklyn**. As a result, a new station was opened in Three Mile Plains to supply coverage to the area. The hall at 22 Tonge Hill Rd. houses a pumper and a light rescue from the Brooklyn station and a new Pierce pumper (Squad 9, listed in the Round-up) that was paid for by West Hants. Two additional pumpers and a pumper-tanker were also ordered on the quick-delivery program as stock units (also in the Round-up). **Montreal** has awarded their latest aerial contract to Rosenbauer through Quebec dealer Aero-Feu. A total of 20 trucks, four per year for five years, are being purchased, all will be 100' on Commander 4000 chassis, no pump or tank.



N. Vancouver City's new Rescue 10, a 2015 Freightliner M2-106/Hub. (Shane MacKichan photo)



Warman, SK Engine 11, a 2015 IHC 7400/ Acres 1050igpm Darley pump/1000gwt/25gft s/n #150814131



Sainte Sophie, QC just took delivery of this 2015 Freightliner M2-106/Rosenbauer pumper. Unité 443 has a 1050igpm Rosenbauer pump and a 1000gwt. (AeroFeu photo)

Pelham recently donated their 1991 Marion pumper to the **Bearskin Lake FN** north of Sioux Lookout. The rig was trailered there and will then be transported to the reserve over the ice roads, likely in February.

Doug Holmes reports that **Hamilton** is currently putting tenders out for a new tower, heavy rescue and Box 43's new canteen unit. **Brantford** is expecting a new pump from Smeal on a Spartan chassis, **Brant County** has moved Station 84's Peterbilt chassis tanker to Buford, replacing the Ford. Both that rig and Unit 11 are up for sale. **Haldimand County** has three rescues on order from Eastway but with the current closure, they are looking at Dependable, either on Freightliner M2 or International chassis. The department will likely rechassis several of the Swent tankers as the current ones are older than the tanks. Haldimand is adding additional radio towers to improve reception in their large coverage area. **Esso Nanticoke** just received a new E-One pumper, their fleet is now down to just three trucks from seven.

True North of Hillsboro, OR is now the dealer for Maintainer Custom Bodies for western Canada and the U.S. north west, taking over this role from Rocky Mountain Phoenix. True North and owner Vimar Industries, also operates out of Burnaby, B.C.



It turns out your editor was overreaching with calling Ottawa's new haz-mat unit a command vehicle. Ken Walton mentioned that the OFD has three dedicated command units (an example above) for this purpose. Command 46 is a 2014 Eastway build on a 2009 Spartan Gladiator chassis. (Ken Walton)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Carleton Place	R.240	2010	Spartan Gladiator/2015 Eastway heavy rescue
Ontario Power	P.91	2015	Spartan Metro Star/Fort Garry 2650igpm(D)/400gwt/50gft(A) M605
Ontario Power	P.92	2015	Spartan Metro Star/Fort Garry 2650igpm(D)/400gwt/50gft(A) M606
Ontario Power	P.95	2015	Spartan Metro Star/Fort Garry 2650igpm(D)/400gwt/50gft(A) M607
GTAA	Red 9	2015	Chevrolet pick up, command unit
Port Colborne	T.1	2015	Freightliner M2-106/DEV tanker 1500gpm/3000gwt/30gft
Sarnia	E.1	2015	E-One Typhoon eMax 1500gpm/750gwt/30gft s/n 139169
Pickering		2013	Smeal Sirius 2000gpm(W)/480gwt/20gft/105' rearmount s/o 4180 (Demo)
Markham	P.981	2015	Spartan Metro Star/Smeal 2250gpm(H)/500gwt/2x25gft FoamPro 2002 s/o 4384
Strathroy	TL.17	2014	Rosenbauer Commander Cobra 1665igpm/415gwt/101' SN 7375 (Stock)
Central Frontenac	U.57	2015	Ford F250 medical/foam unit w/ CAFS
Killaloe, Hagarty & Richards		2014	International 7400 4x4/Arnprior tanker 840igpm/1500gwt*
Pickering		2015	Spartan Metro Star/Smeal 2000gpm(W)/480gwt/20gft(A)/105' rearmount



Six Nations F.D. recently purchased this 1994 Spartan/Superior quint from Darch Fire after a complete rehab and paint job. It has a 1050igpm Waterous pump, 400gwt and 50' Telesqurt. L.1 previously saw service in Leamington, ON, s/n SE 1381. (Ken Buchanan photo)



The first of two Eastway rigs bought by the Ocean Wave Fire Company in Carleton Place, ON was delivered in October. Rescue 240 is a walk-in squad recently built on a 2010 Spartan Gladiator chassis Eastway had on hand. It was originally a tri-axle but was shortened. (Ken Walton photo)



Ontario Power P.95, a 2015 Spartan Metro Star/Fort Garry 2650igpm, 400gwt/50gft(A) s/n M607.

OUT WEST

Inuvik, NWT	P.2	2015	IHC 4400/Fort Garry 1050igpm(D)/1000gwt /25gft/CAFS s/n #M644
Lake Country, BC	B. 91	2015	Ford F-450/CET brush truck
Colwood	T.57	2015	Rosenbauer commander/T-Rex 1750igpm/300gwt/115' tower *
Gillies Bay	E.73	2015	Freightliner M2-106/Hub 1050igpm(W)/1000gwt/ FoamPro2001FS sn 1178
Surrey	BC.1	2015	Chevrolet Tahoe/Safetek battalion chief
Revelstoke	R.7	2015	Spartan Metro Star/Hub heavy rescue 100gpm(W)/CAFS/300gwt
Hudson's Hope	T.5	2015	Freightliner M2-106/Hub 420igpm(H)/1700gwt sn 1190
Richmond	E.3	2015	Pierce Dash CF 1500gpm/500gwt/50gft Husky 12 FS
Houston	E.11	2015	Freightliner M2-106/Hub 1050igpm(W)/950gwt/CAFS(W) FoamPro2001FS sn 1189
Salmo		2015	Ford F550 4x4/Hub 250gwt Aquis 1.5 FS sn 1187
Beaverley		2015	Spartan Metro Star/Hub 1050igpm(H)/1000gwt/30gft FoamPro2002FS sn 1177
Bear Lake		2015	Freightliner M2-106/Hub 420igpm(H)/1500gwt sn 1188
Comox	U.37	2015	Dodge Ram 5500 duty pick-up
Kootenay Boundary	ESU 4	2015	Freightliner M2-106/Hub support unit, Irwin cascade system
Campbell River		2015	Rosenbauer Commander Cobra
Telkwa		2015	Freightliner M2-106/Fort Garry 1050igpm(D)/300gwt/25gft s/n M639
Athabasca, AB	E.2	2015	Spartan Metro Star/Fort Garry 1050igpm(H)/500gwt/25gft(A) M621
Foothills (Blackie)	T.7	2015	Freightliner 114SD/Rosenbauer 633igpm/2910gwt s/n 21450
Maskwasis	U.51	2015	Freightliner M2-106 4x4/Fort Garry 1050igpm(H)/1000gwt M637
Provost	U. 18	2015	Kenworth T880/Rosenbauer tanker /3750gwt SN#21461
Minburn County	FC	2015	Ford F150/Hub fire chief's vehicle
Vegreville	R.3	2015	Spartan Metro Star/Fort Garry heavy rescue s/n M628
Airdrie	E.88	2016	Pierce Velocity 1500gpm/500gwt/30gft s/n 28730
Lamont Cnty.	E.2-2	2015	Freightliner M2-106 4x4/Fort Garry1050igpm(W)/500gwt/25gft/CAFS (Bruderheim station) s/n M639
Minnedosa, MB	U.1	2015	IHC 7400/Acres1050igpm/1000gwt/25gft s/n 151002133
Winnipeg	(5)	2015	Spartan Metro Star/Fort Garry 1500gpm/600gwt/25gft (M632)
Portage la Prairie		2000	Pierce Dash 1750gpm/250gwt/100' tower ex-Beford Park, IL, Carriere rehab.

QUEBEC & THE MARITIMES

Candiac		2015	Spartan Metro Star/Maxi Metal 1500gpm/700gwt/50gft
Notre-Dame-Du-Mont-Carmel		2015	Freightliner M2-106/Maxi Métal command unit
Saint-Cyrille-de-Wendover		2001	Pierce Custom 105' rearmount (L'Arsenal rehab)
Sainte-Basile	226	2015	Spartan Metro Star/Maxi Metal 1050igpm(H)/1500gwt/25gft FoamPro 2001
Lac Saint-François	416	1998	HME 1871/Smeal 100' rearmount (L'Arsenal rehab)
Saint-Mathieu-de-Rioux		2015	Freightliner M2-106/Maxi Métal 1750igpm(H)/1400gwt/25gft FoamPro 2002
Sainte-Anne-de-Beaupré	404	2007	Pierce Dash 2000 1750igpm(W)/420gwt/105' rearmount (L'Arsenal rehab)
ex-Sandy Springs			
Victoriaville	411	2016	E-One Cyclone II HP100 1750gpm/250gwt/100' rearmount tower
Magog		2015	Spartan Metro Star/Maxi Metal 1750gpm/1200gwt/30gft FoamPro 2001 FS
St.-Hyacinthe	301	2015	Rosenbauer Commander 1250gpm/250gwt/16gft/100' tower
Saint-Narcisse-de-Beaurivage		2015	Freightliner M2-112/Maxi Métal tanker (-/3000)
Rouyn-Noranda		2015	Spartan Metro Star/Maxi Metal 1500gpm/1830gwt/20gft(A)/50gft(B) CAFS
Sainte-Sophie	443	2015	Freightliner M2-106/Rosenbauer 1050igpm/1000gwt
Saint-Odilon-de-Cranbourne		2015	Freightliner M2-106/Maxi Métal 1000gpm(H)/1800gwt
Vaudreuil-Dorion	U.512	2015	Ford F550 XLT/Lafleur RIV
Aluminerie Alouette, Sept-Iles		2015	Freightliner M2-106/Maxi Métal 1500gpm/1000gwt/40gft FoamPro 2002 FS
St. Quentin, NB		2015	Pierce Saber 1050igpm(P)/625gwt/20gft Husky 3 FS s/n 28094
Mulgrave, NS	U.3	2015	Ford E350/Lantz medium rescue (remount of old rescue body)
Waterville	P.11	2015	Spartan Gladiator/Lantz 1750gpm(H)/1000gw/25gft FoamPro 2001 FS
New Germany	C.U.	2015	Ford F350 4x4/Rocky Mountain Phoenix command unit
Aylesford	P.11	2015	Spartan Gladiator/Metalfab 1500gpm(H)/1000gwt
Salmon River		2015	Dodge Ram/Metalfab light rescue
Bible Hill	232	2015	Ford F450 4x4/Rocky Mountain Phoenix R.I.T. unit
Brooklyn	S.9	2015	Pierce Saber 1500gpm(W)/750gwt/ Husky 3 FS s/n 28407
West Hants		2015	Pierce Saber 1500gpm(W)/750gwt/ Husky 3 FS s/n, 28409
West Hants		2015	Freightliner 114SD/Pierce 1500gpm(W)/2500gwt/ Husky 3 FS s/n 28610
Corner Brook, NL		2014	Pierce Saber 1500gpm(H)/1000gwt/ Husky 3 FS s/n 27941



The Maskwacis F.D. protects the Samson Cree Nation in Alberta. They just took delivery of this 2015 Freightliner M2-106 4x4/Fort Garry rural pumper-tanker equipped with a 1050igpm Hale pump and 1000gwt. Unit 51 bears s/n M637. (Dave Stewardson photo)



Port Colborne recently put this 2015 Freightliner M2-106/DEV tanker in service. T.1 has a 1250igpm pump, 2500gwt and 25gft. (Ken Buchanan photo)



Six Nations also put a new Chief's vehicle in service, Car 1, a 2015 Chev Tahoe (Doug Holmes)



East Gwillimbury recently opened two replacement halls: Station 26, above, is a completely new structure replacing the one that burned in 2013. It is at 22 Princess St. in Mt. Albert. Station 28, below, is a major refurbishment of the Queensville location at Queensville Side Rd, featuring an extra bay, new front façade and additional rooms. (Desmond Brett photos)



Halidmand County has erected no fewer than seven new fire halls, Station 11 above, is actually the second incarnation of this hall and opened a month ago. (Ken Buchanan photo)

HISTORICALLY SPEAKING:

TORONTO'S 1931 AMERICAN-LAFRANCE TYPE 233 CITY SERVICE LADDER TRUCK

By Walt McCall

As noted in one of my earlier articles in *The Third Alarm*, the Toronto Fire Department bought more American-LaFrance Type 33 city service ladder trucks than any other city – seven in all, nearly half of the 18 Type 33's built in the company's Elmira, N.Y. and Toronto plants between 1916 and 1927. The first two were delivered in 1922; two more in 1923 and the last three in 1924. The *Type 33* was a straight-frame, tillered front-wheel-drive city service hook and ladder truck powered by a four-cylinder engine mounted ahead of the front wheels, giving the rig a distinctive pug-nosed appearance,

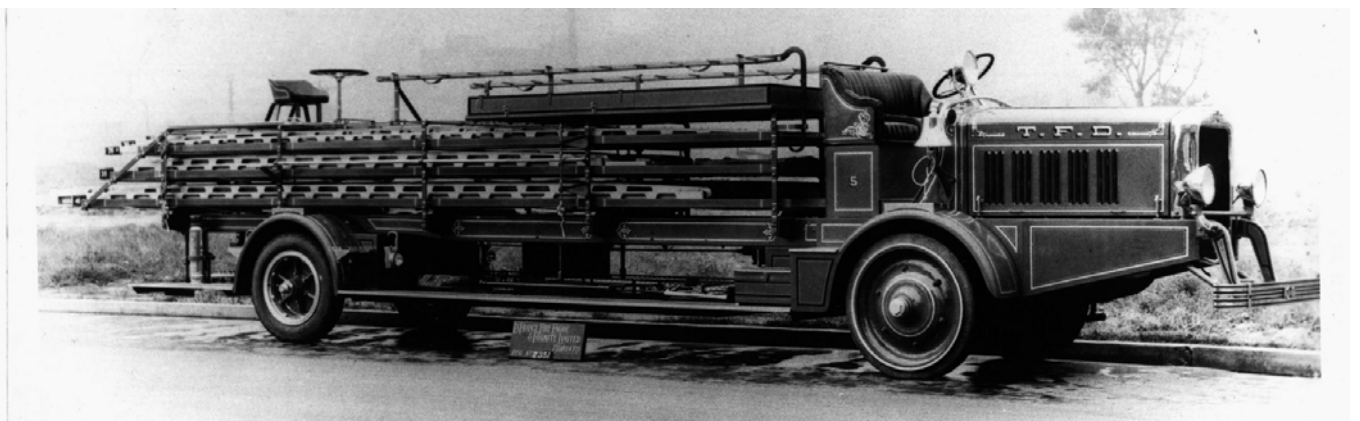
In 1931, Toronto bought *another* American-LaFrance ladder truck of this style -- but this one was the much more modern, next-generation version introduced as part of ALF's all-new *Master Series* fire apparatus which made its debut in 1929. The new Type 233 had a 140-horsepower six-cylinder engine under its long, tapered hood, which jutted way out ahead of its front wheels. Like its predecessors, the Type 233 was also front-wheel-drive. The new Type 233 had a double-bank ladder bed -- that is, two stacks of ladders placed side by side, instead of the single stack on the earlier Type 33. Toronto's truck carried 302 feet of trussed wood ground ladders.

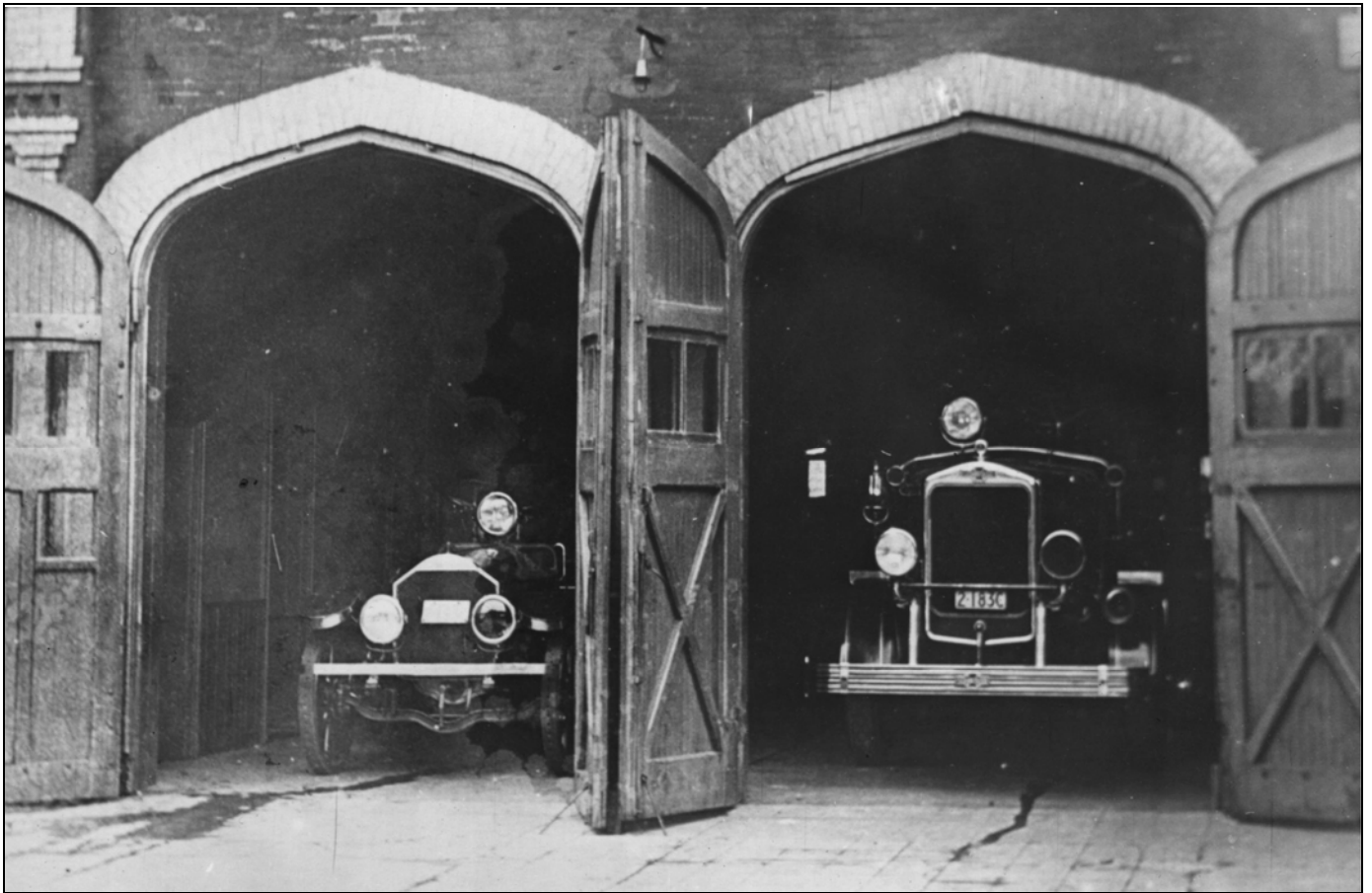
Bearing ALF serial number 7351, the only Type 233 built in the LaFrance Fire Engine & Foamite Ltd. plant on Weston Road was delivered to the Toronto Fire Department shops, at a cost of \$14,514, on October 23, 1931 and went into service soon after at the old Station 12 on Bolton Ave. Under the T.F.D.'s apparatus numbering system at that time, it bore the number "5" below the driver's seat. Two years later the truck was relocated to Station 25 on Hendrick Ave. where it responded to alarms for the next 19 years, until 1952 when it was replaced by a new Bickle-Seagrave 85' aerial. The Type 233 ladder truck's last assignment was at Station 31. After 30 years of front-line service, #7351 was retired in 1961.

In the late 1930s its original hard rubber tires were replaced with pneumatics, a windshield was added for both the driver and the tiller seat enclosed, but with no windshield.

After a few years of service as a spare ladder truck, the Type 233 was sold to a local trucking concern in 1963. But in 1970 the T.F.D. fortuitously bought it back. Over the next few years it was completely restored by the Ordnance St. shops under the direction of Captain Mel Bud. The restoration was completed in 1973 just in time for the T.F.D.'s centennial. It's still owned by the Toronto Fire Service today, one of ten antique rigs in the TFS heritage fleet which also includes a 1928 LaFrance Type 145 pumper and a 1948 ALF 700 series pumper. Stored at various TFS stations over the years, it's still occasionally rolled out for parades and other special Toronto Fire Services events.

Toronto's Type 233 is a rare "two of a kind". The only other American-LaFrance Type 233 ladder truck ever made was built in the Elmira, N.Y. plant in 1932 and exported to Manila in the Philippine Islands. Toronto's long-nosed classic is the sole survivor.





The Type 233 in the Boulton Ave. hall with Pumper 12. It ran as Ladder 5 until 1933 when the TFD changed the truck company numbers to match the halls. (Walt McCall Collection).



Al Craig captured the gleamingly restored Type 233 just after Capt. Budd and his crew completed their work in 1973. Note the front windshield and rear baffle installed later to protect the seated crew members.

CAMBRIDGE FIRE DEPARTMENT by Gary Dinkell

Population 130,000 Frequencies 800 trunked county 154.01

STATION 1 1625 Bishop St. N.

Aerial	1	2012	Rosenbauer Raptor	1050/170/16 102'
Rescue	1	2015	Spartan Metro Star/SVI	
Tank	1	1996	CMAH HME 1871	1050/2100/20
Car	6	2004	Dodge Sprinter Platoon Chief	
Haz Mat			Trailer	

STATION 2 11 Tannery St East

Pump	2	2008	ALF	1500/500/20
Pump	22	2001	General Spartan	1250/500 01MET49 (spare)
Boat	2	2005	Duxx boat with 30 HP Nissan outboard	

STATION 3 525 King St

Aerial	3	2005	General Spartan Gladiator	1750/500/15 60' 17028
Aerial	33	2001	American LaFrance	1250/400/15 50' ex A1 995
Haz Mat	3	1988	Anderson International Ex R1	
Boat	3	2005	Duxx boat with 30 HP Nissan outboard	
Parade		1950	Bickle Seagrave model 66J	840/400 F5350

STATION 4 91 St. Andrews Street

Aerial	4	2010	Rosenbauer Spartan	1500/450/18/18 65'
Aerial	44	1995	Saulsbury Spartan	1250/200 50' 295068 (spare)

STATION 5 490 Main St. East

Pump	5	2008	American LaFrance	1500/500/20
Tech Res	5	1994	GMC cube van (water rescue)	
Boat	5	1999	air boat	

Museum 56 Dickson St. 1938 Bickle Seagrave 625/500



The new Rescue 1 was delivered last spring, it's a 2015 Spartan Metro Star SVI. (Gary Dinkel photo)

WOOLWICH TOWNSHIP FIRE DEPARTMENT by Gary Dinkel

STATION 1 ELMIRA 44 Howard Ave

Pump	1	2006	American LaFrance Liberty	1050/800/20
Tanker	2	2002	Luverne Spartan	840/2000/120 11152 ex Kitchener
Aerial	3	1986	E1 Hurricane 1250/200 95' ex Englewood NJ	
Rescue	4	2002	Freightliner FL-70 Dependable	
Parade		1949	Chev Maple Leaf	420/300

STATION 2 ST. JACOBS 3 Water Street

Pump	1	2001	Freightliner FL-80 Metalfab	1050/840/30
Tanker	2	2015	Dependable Spartan	500/2500
Rescue	3	2013	KME Panther LFD	

STATION 3 CONESTOGO 1869 Sawmill Road

Pump	1	1996	Freightliner FL-80 Superior	1050/800
Tanker	2	2000	Freightliner FL-80 CMAX	1600 gallons
Rescue	3	2000	Freightliner FL-60 Asphodel	

STATION 4 MARYHILL 17 Charles Street East

Pump	1	1999	Freightliner FL-80 Superior	1050/800/20
Tanker	2	1998	Freightliner FL-80 Dependable	2500 gallons
Rescue	3	2013	KME Panther LFD	

STATION 5 FLORADALE 50 Florapine Road

Pump	1	2009	Crimson Dependable International 4400	1250/840/30
Tanker	2	2009	Dependable International Durastar 7400	2,500 gallons
Rescue	3	2008	Asphodel International Durastar 4400	

STATION 6 BRESLAU 51 Beacon Point Court

Pump	1	2012	Dependable Spartan	1050/2000/30
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R4 red, all other trucks white over red.



St. Jacob's Tanker 2, a 2015 Spartan Dependable, has a 500igpm pump and 2500gwt.



Three rigs from the Filipino-Chinese fire services in Cebu, Philippines. Engine 22 is a 1990 Freightliner FLL6302Anderson, 1500gpm/600gwt, S/N MS1250-171. (Photos and info from Bob Dubbert)



Engine 19 is a 2004 Isuzu L280 chassis 14,000L tanker from Japan, it uses a portable pump;



Engine 14, a 1980s Steyr/Zhendan Fire Equipment 10,000L tanker, Donated by Xiamen China.



Barbados Pump 11 is a Scania 220/Angloco pump. (Ian Duke photo)



An older engine from Singapore, on a Mercedes Atego chassis. (Robert Herscovitch photo)



Port Colborne Engine 1 now sports a 2015 Spartan Metro Star/Depndable pumper, replacing a unit which was written off after a fire in a Hamilton repair facility in April. (All photos: Dependable Emergency Vehs.)



Brant County recently took delivery of this 2015 Kenworth/Dependable tanker. Unit 84 is stationed in Scotland and is equipped with a 750gpm pump and 3000gwt.



Leduc County, AB received this 2015 IHC/Dependable investigation unit in the summer.



This 2000 Pierce Dash 100' tower formerly served with Bedford Park, IL. And was purchased by Portage la Prairie, MB. It's equipped with a 1750gpm pump and 2500gwt, and carries serial number 11749. It was rehabbed by Carriere Fire & Safety earlier in the summer with graphics applied by Acres. (Dave Stewardson photos)



Brandon, MB acquired this 2001 E-One Cyclone II/Superior 75' quint, 1050igpm, 400gwt, 10gft(A), 25gft (B) back in 2012 from Fort Garry, who did the repaint. Serial Numbers SE2431 & 132831. Dauphin, MB T.12 is running a 2001 E-One Hurricane 2000gpm/250gwt/85' tower ex-Chicago Ridge, IL Serial Number 123706.





More views of Athahasca's rear-mount pumper. (Dave Stewardson photos)



A look at the business end of OPG Pump 91, one of three Spartan/Fort Garry high capacity pumpers delivered to the plant. Each is equipped with a massive 2650igpm Darley pump so that the trio can be used to supplement the reactor cooling system in case of failure. Below is Pump 91 with its rear-position pump panel. (Dave Stewardson photos)





Additional views of Maskwacis Pump 51, a 2015 Freightliner M2-106 4x4/Fort Garry 1050/1000 rural pumper-tanker . The writing on the rear is Cree. The rig features pump & roll capability, and has a remote-controlled bumper turret. (Dave Stewardson photos)



Historic roster for this issue:

SARNIA FIRE DEPARTMENT APPARATUS ROSTER Compiled By Doug Holmes 1993

Church Hill Road Fire Station - 666 Church Hill Rd.

Pump 1 1989 Amertek Custom 105A/500/75 Foam, Canopy Cab

Brights Grove Fire Station

Pump 3 1988 Hub/Mack MC 1050/500 3-Man Cab (White over Red)

Sarnia Fire Department Headquarters Station - 240 East St. N.

TeleSquirt 10 1990 Superior Lance 1500/50A/5A' TeleSquirt

TeleSquirt 12 1978 King/Ford 1050/500/50' TeleSquirt (Spare)

Aerial 201 1988 Dependable./Ford L 1050/100' Midship

Rescue 101 1974 Ford Shop-Built Rescue Unit

Van 8 1990 Ford Cube Van - Survival Van

Wellington Street Fire Station - 1410 Wellington St.

TeleSquirt 15 1992 Superior/Pierce Arrow 1250/500/50' TeleSquirt

TeleSquirt 14 1974 King/Ford 1050/500/50' TeleSquirt (Volunteers)

Tanker 301 1980 MTI/International 300/1500 Tanker (Volunteers)

Colborne Road Fire Station - 1133 Colborne Rd.

TeleSquirt 11 1975 King/Ford 1050/500 /50' TeleSquirt

Aerial 202 1961 LaFrance 900 Series 100' Open Cab (ex-London)

Car 2 1988 Ford Tempo - Deputy Chief

Notes:

All Sarnia Fire Department apparatus is painted red. Aerial 201 is a rebuild by Dependable Emergency Vehicles. The King/Seagrave 100' aerial body was originally mounted on a 1969 Ford C-Series 3-Man Tilt-Cab chassis. Rebuild done two years ago. Aerial 202, the ex-London and Sarnia Township ALF midship aerial, is up for sale.

At time of writing, Sarnia's new Rescue Unit, built by Superior on a 1987 Amertek chassis, was not yet in service. Sarnia has more TeleSquirts in service (5) than any other city in Canada. Four of these are in front-line service and one is used as a spare. In 1992, the S.F.D. sold off four pumpers and the department's 1948 Pirsch 75' Open-Cab Service Aerial.

The Sarnia Fire Department also owns a 1922 American-LaFrance Rotary Gear Pumper which is used for parades.

Historical note:

Ken Feren's antique apparatus collection is no more. Ken Feren, a Niagara Falls business owner and two-term city councilor, had a fleet of five rigs, along with a number of other trucks, all in excellent condition. Ken died in April, 2014 and his wife Diana carefully sold off the trucks to people who will preserve them. The last two were just bought by Vic Priestly, of Priestly Demolition, who, I am happy to report, has also joined the OFBA. The two rigs are a 1944 Seagrave aerial that served Niagara Falls and a 1986 Thibault aerial, formerly from Brantford. Vic already has a sizable collection himself, stored in several locations in the GTA. (Thanks to Robert Herscovitch and The Niagara Falls Review for info).



One of a pair of 2015 Ford F550/CET mini-pumpers used during the Pan Am games, currently being kept at the Toryork shops. Each has a skid-mount 250gpm pump, 300gwt and 20gf. Another vehicle used for tight fits or well-attended events by the TFS, this is a Cub Cadet 6x6 two-seater on duty at the CNE, Station 346. They attend medical calls and small fires, and are also first response vehicles to larger incidents in their immediate response area. (Desmond Brett photos)





This rescue serving in Stn.53 is a 2010 Spartan Metro Star/Eastway rig. (Gary Dinkel photo)



Ottawa Tanker 92, a 2004 Freightliner/Almonte pumper-tanker with a 1050igpm pump and 2500gtw.



Water Rescue 22 is a 2013 Ford F250/Gemtop. (Ken Walton photos)



Your editor took in the Greater Vancouver area back in October, hugely assisted by host and chauffer Terry Yip and here are the results. VFRS Medic 8 is a 2010 Ford F150/Safetek. Engine 22, below, is a 2007 Spartan Gladiator Sirius/Smeal pumper, 1775 igpm. 450gwt, 50gft & CAFS.



Hazmat 18, below, is a 2007 Spartan Diamond Sirius/SVI product. (Desmond Brett photos)





One of Delta, BC's spares, a 1994 Spartan Gladiator/Anderson pumper, 1750 igpm, 500gwt, 50gft.



Richmond Engine 5 is a 2003 Spartan Gladiator/E-One 2100gpm, 500gwt, 30gft(A), 50gft(B).



Surrey Tower 1, a 2009 Spartan Gladiator/Smeal 85' tower. (Desmond Brett photos)



More from the September tour: Ramara Pump 3, a 2014 International 4400/Fort Garry, 1050/1000.



Ramara Tank 2, a 2007 GMC Top Kick/Asphodel 1500 gallon tanker with a portable pump.



Brock Township Rescue 82, a 2007 Kenworth/Pierce Contender Heavy Rescue



Pumper 82, a 2000 Freightliner FL80/Advance Engineering pumper, 840igpm/830gwt.



Georgina Aerial 146, a 2011 Spartan Metro Star/Crimson 75' quint, 1250igpm/500gwt.



Georgina Squirt 163 ,1997 Freightliner FL80 / E-One 50' Teleboom 1050igpm/500gwt.



Sudbury Pump 3, a 2010 Spartan/Fort Garry, with a 1250igpm pump and 800gwt. (Ken Walton photo)



Thunder Bay Haz Mat 1, with trailer, is a 2013 International 7500/Carl Thibault rescue with a portable pump and 250gwt. (Dave Stewardson photos)



This IHC 4400/Fort Garry pumper was delivered to Johnson Township, ON in Algoma in 2012. It sports a 1050igpm pump, 1000gwt and 25gft. Assigned to the Desbarats station, it carries s/n M350



Sault Ste. Marie Pumper 2 is a 2010 Spartan Gladiator/Smeal, 1050igpm, 500gwt. (SN#014220)



Kirkland Lake Rescue 2 runs this 1999 Chevrolet/Reading light rescue.



Kirkland Lake Pumper 3 is a 2003 Freightliner FL70/American LaFrance product, it is equipped with a 1050igpm pump and 800gwt, and carries SN#3604. (Gary Dinkel photos)

And to finish off, some gems from the U.S. in honour of American Thanksgiving...



From Gouldsboro, PA, Engine 55 is a 2008 KME Panther Predator with a 1500gpm pump, 750gwt and 20gft. Rescue 55 is a 2003 Spartan Gladiator/Rescue 1 heavy squad. Both rigs carry Amkus rescue tools. The hall is located at 490 Main St. in the town. (Neil McCarten photos)