

Third Alarm



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November-December 2016



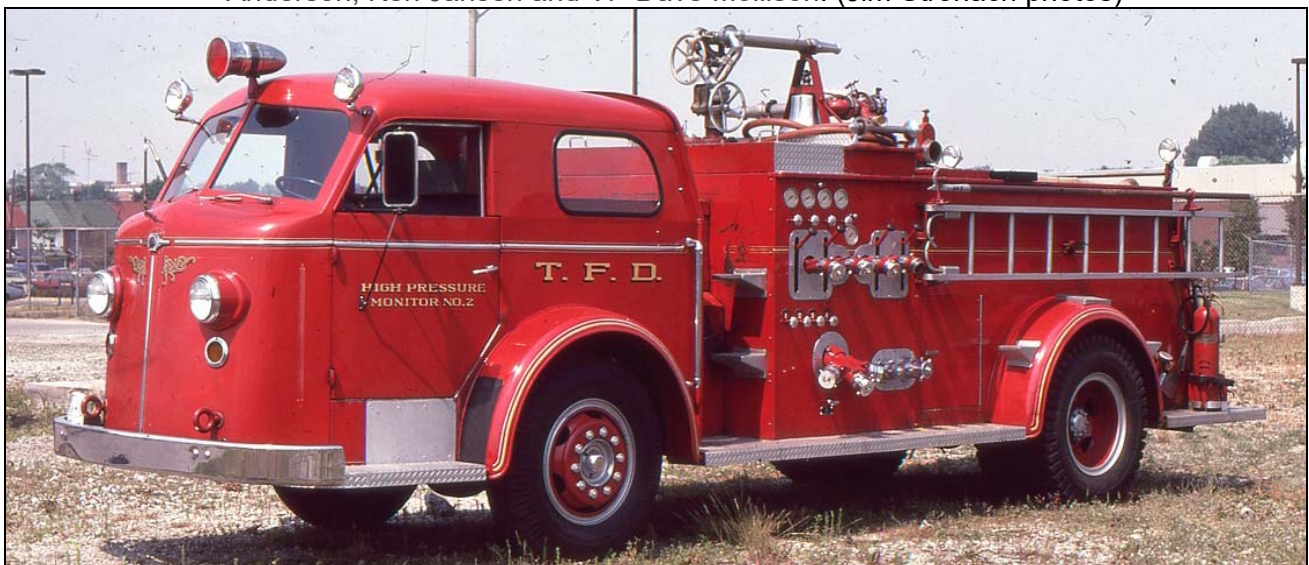
Full circle: almost four decades after its retirement in 1978, High Pressure Monitor No. 2 is back with Toronto Fire. After an adventurous 38 years that saw the rig residing in Port Hope and Hamilton as well as the city, and attending numerous parades, weddings and other events, the 1949 ALF High Pressure Hose Wagon looks better than ever. Contrast the picture above, taken at the handover on November 3, with the shot from 1978 on page 2. Club members can be proud of the hundreds of person hours dedicated to making this happen. On behalf of the OFBA, many thanks to Division Chief Rob Amselmi for his efforts in keeping the old girl street worthy. Kudos are also due to the OFBA and GTMAA members who came out the previous week-end to polish the rig and fit the cover.
(Desmond Brett photo)



Division Chief Rob Anselmi, President Bob Rupert and Deputy Chief Debbie Higgins participate in the official handover of HP.2 to the Toronto Fire Services.



Some of the members on hand for the sale pose with the rig: L to R: Jim Stronach, Gord McBride, Division Chief Rob Anselmi, Gordie Kirkpatrick, President Bob Rupert and Deputy Chief Debbie Higgins, John Christie, Bob Anderson, Ken Jansen and VP Dave Mollison. (Jim Stronach photos)



Seen in its last days of service, HP.2 at the Toronto Training Academy. Note the faded paint, scratches and other blemishes that the club's restoration efforts eliminated over the years. (Desmond Brett photo)

THIRD ALARM

Volume 46 Number 6
November-December 2016

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

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President's Message...

The 25th Annual Fire Services Collectibles Show and Sale and Annual Meeting on November 5th was relatively well attended by both vendors, customers and members even though we had to compete with a charitable event using the rear parking lot of the Fire Academy. The raffle raised \$147.00 for the club and \$23.90 came in from sales of refreshments. Our financial position is good, 1 new member signed up at the show and we received \$591.00 in membership renewals and \$74.00 in donations. Raffle winners and donors were: Montreal Firefighters Book - won by Greg Schultz - donated by Steve Garnett; Binder of Fire Truck trading cards - won by Rick Loiselle - donated by Larry Ward; 2 Binders of Truck Delivery Pictures - won by Rick Loiselle - donated by John Dybus; Code 3 Calgary Crash Truck - won by Herb Galloway - donated by Larry Ward; and a Basket of Treats was won by Bob Sybydlo and donated by Des Brett.

A handover ceremony for HP#2 was held after lunch, prior to the Annual Business Meeting, at which Deputy Chief Debbie Higgins and Division Chief of Mechanical Rob Anselmi presented the club with a ceremonial fireman's axe with the \$2 coin embedded in the handle as payment for the truck. In return I presented Rob with the dust cover we had custom made for the truck. HP2 was all spit and polish after being given a bath the previous Saturday and I would be remiss if I did not again express my sincere thanks to the members of both the OFBA and GTMAA who came out to help clean the truck and make sure the cover fitted properly. Thanks also to John Christie who came forward with a toonie for the treasury so that the books balance at the end of the year.

Twenty-four members and three guests attended the Annual Business Meeting with some suggestions being put forward by those present regarding how to increase attendance for the photo tours and that perhaps it is time for the club to send out a survey to the members as to what they want from the OFBA. The last such survey was in 1980 so perhaps it is time for another. The Board of Directors will draft a survey and send it out early in the New Year to get your thoughts on the club.

On behalf of my wife, Rosemary, and your Board of Directors I wish all of our members and readers a very Merry Christmas and a Happy and Prosperous New Year. Hope to see you in 2017.

Bob Rupert



The 2017 Annual Fire Services Collectibles Show and Sale



From our Membership Secretary...

Enclosed with this final issue of The Third Alarm for 2016 is your 2017 membership card and 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 donations also made by many of you. This is also an opportunity to advise of any changes to your mailing or e-mail addresses.

For those of you interested in numbers, we have 102 members in Canada, located from Newfoundland to British Columbia, as well as 6 in the USA and 4 in the UK. We also mail out a number of complimentary copies of the T/A to various fire related clubs and fire service organizations. Approximately 35% now receive the electronic version in lieu of paper and 24% receive both versions. As you are no doubt aware, I keep mentioning the advantages of the electronic version. Not only does it save the club the postage, but it is normally double the length of the hard copy and is in full colour.

With this being the last issue of 2016, 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. 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 thanks to our membership in general. It is you who keep the club going. If there is anything special or different that you would like to have included in the T/A, drop us a note when you return your dues notice and I will see that it is forwarded to our editor.

We look forward to another successful year in 2017 and I wish all of you a Happy Holiday Season and a Healthy and Safe New Year,

Robert Herscovitch

From our Editor...

This issue, with all eyes on the U.S. due to the election and Thanksgiving, we feature apparatus from south of the border, thanks to Ian Duke, Bob Rupert and Tom Sheppard. Kudos also to Bob for passing on the tour roster, articles and news items, and to Ken Buchanan, Dave Stewardson, Terry Yip and Rob Simpson for info as well. Thanks greatly for photos from Gary Dinkel, Dave Stewardson, Rick Loiselle, Rob Simpson, Dependable Emergency Vehicles, Shane MacKichan, John Bowerman, Ken Buchanan, Ian Duke, Kenneth Lai, Jim Stronach, Terry Yip, Bob Rupert and Neil McCarten. To our readers, Merry Christmas & Happy 2017.

Desmond Brett, Editor, Third Alarm

August, September and October Photo Tours by Bob Rupert

August 13 dawned as an overcast day with a threat of rain as members Gord MacBride, Gordie Kirkpatrick, Rob Simpson, Larry Ward, Ken Jansen and I gathered at the Campbellford Fire Station to begin our tour of the Trent Hills, Brighton and Cramahe Township Fire Departments. Other than the odd light sprinkle the rain held off until the end of the tour as we finished the day trying to visit Cramahe Twp but no one showed up at either of their halls. Thanks to Ken for organizing the tour.

September 10th started out rather wet but the rain had stopped by the time 11 members arrived at the Port Stanley Station of the Central Elgin Fire Department. However, somewhere along the way, communications got mixed up and we were unable to photograph and document their trucks as they were committed to another function. We moved on to the other 3 Central Elgin stations and those in St. Thomas and Aylmer where the firefighters were not only glad to see us but were very cooperative in spotting the apparatus for photos with the sun even making the odd appearance. Thanks to Rick Loiselle for his efforts in making the arrangements. On a misty October 1, nine members gathered at East Gwillimbury Station 2-4 in Holland Landing where firefighters Adam and Randy had the doors open and the coffee on. After documenting and photographing the apparatus a lively discussion took place over a cup of coffee before moving on to Stations 2-8 in Queensville and 2-6 in Mount Albert where Fire Chief Phil Dawson was waiting to welcome us and give us a tour of the new hall which replaced the one lost to fire a couple of years ago. After lunch we gathered at Scugog Station 1 in Port Perry where firefighter Steve rolled out their 7 pieces of apparatus for photos and documentation. We then moved on to Station 2 in Caesarea but a mix-up in communications saw no one there to meet us. We will have to return to Scugog sometime in the future to finish the tour.

Trent Hills Fire Rescue - August 2016 by Bob Rupert

Campbellford Fire Station - 58 Saskatoon Ave.

Unit 4-03 -	1998 Dodge Ram 2500 utility		
Unit 670 -	2008 E-One Typhoon	1050/1045/30F	SO#133970
Unit 671 -	1991 GMC Top Kick / Almonte	840/1000	S#5593
Unit 676 -	2014 Dodge Ram 'HEMI' / skid mount brush truck	PP/100	
Unit 680 -	1992 GMC Top Kick / Dependable	PP/1500	
Unit 681 -	1995 GMC Top Kick / Almonte front-mount	400/2500	
Unit 690 -	2002 Ford F550 / Dependable light rescue		
Unit 691 -	1999 Volvo / Almonte Heavy Rescue		
Unit 694	1991 Spartan Gladiator FF MFD / LTI 100' Tower	1500/300	S#9100421
Parade -	1946 Ford / Lafrance pumper	500/50	S#F-2191

Hastings Fire Station - 51 Victoria St.

Unit 672 -	2010 International 7500 / Fort Garry	1050/1000/20F	S#M178
Unit 678 -	2004 Chevrolet Silverado 2500 HD Brush truck	PP/100	
Unit 682 -	2013 International Workstar / Eastway	1050/1700	
Unit 692 -	2004 GMC C5500 / Asphodel Heavy Rescue		
Unit 697 -	Rescue Boat / trailer		

Warkworth Fire Station - 24 Old Hastings Rd.

Unit 673 -	1999 GMC C8500 / Fort Garry	840/1000	S#M6199
Unit 679 -	2014 Dodge Ram 'HEMI' skid mount brush truck	PP/100	
Unit 683 -	2010 International 7600 / Crimson / Dependable	1500/2500	S#84891
Unit 693 -	2011 International 4300 / Dependable Heavy Rescue		
Unit 695 -	2005 GMC Canyon pickup		

Old Warkworth Fire Station (storage) - 50 Church St.

Parade -	1952 GMC 3700 / Bickle	500/500
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Trent Hills Unit 699, a 1999 Volvo / Almonte Heavy Rescue (Neil McCarten photo)

Brighton District Fire Department - August 2016

South Fire Station - 20 Elizabeth St., Brighton (1970/1987)

Unit 272 -	2006 GMC C5500 4x4 / Carl Thibault	420/300/15F	S#2210
Unit 270 -	1995 Freightliner FL80 / Almonte	1050/500	S#9944
Unit 280 -	2012 Freightliner M2 / Asphodel	1050/1400/10F	S#112PBO122
Unit 290 -	1993 Ford F700 / Dependable Heavy Rescue		
Unit 292 -	2008 Ford F150 Utility / Command		

North Fire Station - 1256 Northumberland Road 27, Codrington (1985/2012)

Unit 271 -	2003 Freightliner / Asphodel	840/1000	S#PHT0029
Unit 281 -	1988 International S1954 / 2007 Asphodel	PP/2500	
Unit 291 -	2013 Freightliner M2-106 / Eastway Heavy Rescue		
Parade -	1948 International K-8 / Bickle	420/300 Rotary Gear	S#K-8 584



Unit 270, a 1995 Freightliner FL80/Almonte 1050igpm/500gwt, S#9944



Unit 272 is a 2006 GMC C5500 4x4/Carl Thibault 420igpm/300gwt/15gft S#2210



Buck Lake/Adler Flats, AB recently received this 2016 Freightliner M2-106/Fort Garry walk-around rescue, with 14' box. s/n M747 (DS)



Clandeboye, MB U.104 2016 Freightliner M2-106/Acres walk-in rescue, 19.5' box s/n 161028147



Springwater, ON P.21 (GD) 2016 Freightliner M2-106/Pierce 1061igpm(W)/840gwt/25gft Husky FS

The Apparatus Floor....

Note: Ottawa Station 73 is not new, as reported in the last issue, it was built in 2007.

A new training facility, a joint venture between New Tecumseh and Honda Canada, is being built at the Honda Plant in Alliston. The \$600,000 project will assist Honda volunteers using mock-ups of industrial facilities they would encounter in the sprawling vehicle factory and provide a more conventional set-up for NTFRS members, including a 3-story indoor area. Costs are being split between the two organisations, it is expected to be up and running by next spring. (CKVR)

The new Grimsby Hall 2 is now well-advanced, it features three drive through bays. With the opening of Station 135's new quarters, Aerial 135 is no longer required to run a mid-mount. As a result, the 1999 Smeal/Spartan Gladiator that was previously their front line rig is now out of service, and they are running a rear mount previously assigned to Aerial 441.

Kawartha Lakes council has decided to close the station at Baddow and have the firefighters transferred to Coboconk or Fenelon Falls. Municipal staff have proposed renovating Coboconk fire station to accommodate paramedics and add another 30 years to the life of the building, with costs approaching \$500,000.

The Box 42 Association reports that member long-time collector and restorer Len Williams apparatus collection, seven immaculate pieces, is now for sale.

<https://dl.dropboxusercontent.com/u/54414582/Box42/1612/1612.LenWilliamsRigs.pdf>

Stretching on the Fireground with the Detroit Fire Department is a new book by David Traiforos. The 9"x12" coffee table book of 120 pages, all colour, documents the travails of one of the busiest fire services anywhere. Available for \$39.95 in the U.S., it also features an optional digital copy for \$9.95 more. It is available from MT Publishing, more info at:

<http://mtpublishing.com/index.php/default/detroit-fireground-standard.html#.WEDdnrlrLcu>



New to Six Nations, ON is this 2016 Pierce Enforcer, Ascendant quint. Ladder 1 features a 1750igpm Waterous pump, 437gwt and 17gft along with a 107' aerial and Husky foam system (Ken Buchanan)



West Lincoln P.1 2016 Spartan Metro Star/Spartan ERV/Dependable 1500gpm/1000gwt
(Ken Buchanan)



East Ferris, ON 2016 Freightliner M2-106/Fort Garry 420igpm(D)/1700gwt s/n M712
(Dave Stewardson photo)



Formerly with Mallets Bay, VT, this 2003 ALF/LTI quint just went in service in Puslinch. U.33 has a 1650igpm pump, 400gwt, 20gft and 75' aerial. (Ken Buchanan photos)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Tweed	U.2	2016	Freightliner M2-106/Pierce FXP 840igpm(H)/1638gwt*
Sudbury (3)		2016	Freightliner M2/Metalfab 1050igpm/500gwt
Russell Twp.	P.126	2016	Spartan Gladiator/Dependable 1750gpm/1000gwt/25gft sn 45320
St. Catharines	U.10	2016	Spartan Gladiator/Fort Garry 1050igpm(W)/600gwt/20gft sn M742
Whitby	P.33	2016	Spartan Gladiator/Dependable 1500gpm/500gwt/20gft sn
East Ferris		2016	Freightliner M2-106/Fort Garry 420igpm(D)/1700gwt s/n M712
Mississauga	A.105	2016	Spartan Gladiator/Dependable 2000gpm(H)/500gwt/103' rearmount Demo, 216001
Mississauga	A.115	2015	Spartan Gladiator/Dependable 2000gpm(H)/500gwt/103' rearmount Demo, 213144
Mississauga		2016	Spartan Metro Star/Spartan ERV/DEV 1500gpm(W)/1000gwt Demo, 216002
Mississauga		2016	Spartan Metro Star/Spartan ERV/DEV 1500gpm(W)/1000gwt Demo, 216003
Springwater	P.21	2016	Freightliner M2-106/Pierce FXP 1061igpm(H)/840gwt/25gft Husky FS
Six Nations	L.1	2016	Pierce Enforcer, Ascendant 1757igpm(W)/437gwt/17gft/107' Husky FS
Halton Hills	CU	2016	Ford Transit command unit
Stratford		2016	Spartan Metro Star/Arnprior pumper
North Huron	T.4	2016	Freightliner M2/Pierce tanker
Zorra Twp.		2016	Freightliner/Dependable pumper-tanker

OUT WEST

Campbell River, BC	T.1	2015	Rosenbauer Commander Cobra 1665igpm/500gwt/100' rearmount*
Sidney	E.1	2016	2016 Spartan Metro Star/Hub 1750igpm/500gwt/30gft SO#1213
Prince George	T.31	2016	Rosenbauer Commander Viper 1500igpm/500gwt/40gft/75' midmount
Cranbrook		2016	Freightliner M2-112/Hub 1050igpm(W)/3000gwt s/n 1211
New Westminster	(2)	2016	Pierce Enforcer 2000gpm(W)/500gwt Husky 12 FS job no. 29792
Vancouver (9)		2016	Spartan Gladiator Sirius/Smeal 1780igpm/400gwt/63gft
Princeton		2016	Freightliner M2-106/Hub 1250igpm(W)/500gwt/30gft FoamPro 2001 s/n 1212
Sylvan Lake, AB	T.1	2016	Pierce 100' platform s/n 29666
Buck Lake/Adler Flats		2016	Freightliner M2-106/Fort Garry walk-around rescue, 14' box s/n M747
Suncor L.2		2016	E-One Cyclone II/Bronto 2000gpm/300gft/114' Hot Shot 150 FS sn 139755*
Suncor P.1		2016	E-One Cyclone II 4x4 3000gpm/1200gwt/200gft(B) Williams 1500 FS s/n 139752*
Biggar, SK		2016	Freightliner M2-106/Fort Garry 1050igpm(D)/1000gwt/25gft s/n M752
English River FN		2016	Freightliner M2-106/Fort Garry 1050igpm/800gwt/25gft s/n M733
Saskatoon	(2)	2016	Spartan Metro Star/Fort Garry 1500igpm(W)/600gwt/25gft s/n M757,8
Clandeboyne, MB	104	2016	Freightliner M2-106/Acres walk-in rescue, 19.5' box s/n 161028147
Neepawa		2016	IHC 7400/ Fort Garry 1050igpm(W)/1200gwt/25gft s/n M763

QUEBEC & THE MARITIMES

Saint-Anselme, QC	504	2004	E-One Cyclone II heavy rescue/haz mat unit (used, through 1200 degrees)
La Malbaie	Unité 101	2016	Ford F150 XLT Super Duty chief
Rivière-du-Loup	214	2016	Spartan MetroStar/Carl Thibault pumper 1250igpm/800gwt/30gft
Entrelacs	Unité 925	2016	Ford F350 Super Duty FX4/FD-Built first responders
La Sarre	Unité A-601	2016	Freightliner M2-106/Carl Thibault walk-around heavy rescue (SN#2703)
Rouyn-Norand	U. R201	2016	Spartan Gladiator Evolution/Maxi Métal 1250igpm/1500gwt/30gft(A)/55gft(B)
Rouyn-Noranda	U. R603	2016	Freightliner M2-106/Lafleur walk-in heavy rescue
Oujé-Bougoumou		2016	Ford F250/Shops utility truck
Terrebonne	204	2016	Pierce Saber 1250gpm(H)/1000gwt/30gft Husky 3 FS SN 29132
Perth-Andover, NB		2016	Spartan Gladiator Evolution/Metalfab pumper 1750igpm/1000gwt/20gft
Merigomish, NS	T.9	2016	Freightliner M2/Metalfab tanker
Woods Harbour-Shag Harbour		2016	Spartan Metro Star/Metalfab 1250igpm/2500gwt
Port Maitland	U.103	2016	Freightliner M-2-106/Metalfab tanker
New Ross	T.5	2016	Freightliner 114SD/Lantz 1050igpm(W)/2500gwt
Summerside, PEI	P.1	2016	Spartan Metro Star/Fort Garry 1050igpm(D)/800gwt/10gft s/n M755
Summerside	P.2	2016	Spartan Metro Star/Fort Garry 1050igpm(D)/800gwt/10gft s/n M756
St. John's, NL	P.8	2016	Spartan Gladiator/ Metalfab pumper
Bateston		2016	IHC4400/Metalfab 1050igpm/1000gwt



English River FN, SK 2016 Freightliner M2-106/Fort Garry 1050igpm, 800gwt/25gft s/n M733



Yarmouth No. 3, NS 2016 Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt/2x25gft s/n M753.



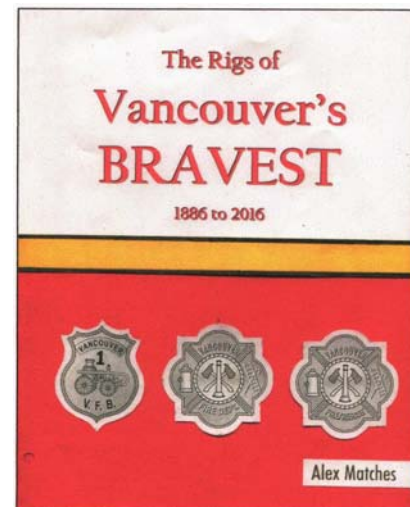
Summerside, PEI E.1 2016 Spartan Metro Star/Fort Garry 1050igpm Darley800gwt, 10gft s/n M755 (Dave Stewardson photos).

New Vancouver Fire Department Apparatus History Book – Those of us who collect Canadian fire department history books are certainly familiar with the name of Alex Matches – a retired Vancouver Fire Department Battalion Chief who has authored two superb histories of the V.F.D. Alex was the first author in Canada to publish a comprehensive photographic history of the fire apparatus used over the years by a large metropolitan Canadian fire department. Published in 1974, It Began With A Ronald documented, in archival photos and detailed captions, every piece of fire apparatus the V.F.D. used, from the city's first real fire engine, an 1886 Ronald steamer purchased a few months after the small West Coast lumber town all but burned to the ground, up to the diesel-powered cab-forward rigs of the mid-1970s.

Many years were to pass before Alex published his second book – a hefty 120-year history of the VFD published in 2007. The softcover book – Vancouver's Bravest – was much broader in scope than his earlier effort, covering the entire history of the VFD from its formation in the late 1800s through the 20th century and into the new millennium. Where his earlier book focused entirely on apparatus, The Bravest also covered the personnel, organization, major fires and other incidents and the growth of the department through the years. In reviewing that book for this publication, we marveled at how much information could be sandwiched between the covers of a single book.

We're pleased to announce that Alex is about to publish his third Vancouver Fire Department. history book. To the delight of fire apparatus freaks like us, his new book is exclusively apparatus-oriented. Following the format of his first book, The Rigs Of Vancouver's Bravest will be a lavishly illustrated pictorial history of all the apparatus the VFD has used in its entire 130-year history, from the 1886 Ronald steamer that started it all to the most recent 2016 deliveries. Make no mistake about it -- this book is not a rehash of Alex's first apparatus book. What makes this one really different is that it's loaded with terrific color photos: nearly two-thirds of the photos in the book will be in glorious color and many of the black-and-white photos in it have not been published before. There are special sections on support vehicles, chief's cars, the shops, fire alarm offices, fireboats and the city's fire stations. The 8-1/2 x 11 format softcover book will have 250 pages.

The bad news is that unlike his earlier efforts, The Rigs Of Vancouver's Bravest will be a limited edition book: only a few hundred will be printed and it will be first-come, first served. It won't be sold in stores. We've seen the printer's proofs and can tell you this is Alex's best book yet. If you have any real interest in Canadian fire service history and fire apparatus, you're going to want this one. Unfortunately, there won't be nearly enough to go around. The book will be published in the spring of 2017, but the order deadline is December 31, 2016. The number of orders received by that date will determine the print run. There won't be a second. The price is \$60.00, plus postage. To order your copy, you can contact Alex at (604) 535-4237 or via email at matches7403@gmail.com



We've got our order in. If you want one, you should, too

As promised, more shots from the recent Maritime trip from Dave S.



Halifax (YHZ) Red 1: 2007 Rosenbauer Panther 1540igpm/1250gwt/167gft/500# PK.



Halifax (YHZ) Red 3: 2012 Rosenbauer Panther 1540igpm/2500gwt/333gft/500# PK/54' HRET.



The complete line-up at Halifax Stanfield International Airport



Halifax (YHZ) Red 2: 2012 Rosenbauer Panther 1540igpm/2500gwt/333gft/500# PK



Halifax (YHZ) Red 4 2013: Rosenbauer Commander 1250igpm/630gwt/33gft



Halifax (YHZ) Red 6 2014: Ford F550/Rosenbauer 210igpm/250gwt/33gft/500# PK (Dave Stewardson photos)

Some pics from the IFBA Convention in The Big Easy...



Engine 29 is a 2006 American Lafrance Eagle/Becker, 1250gpm pump/500gwt, S#1827.



Hazmat - Special Operations, a 2004 American Lafrance Heavy Rescue S#M9970



Squad 2, a 2006 American Lafrance Eagle / LTI 110' aerial, S#0505497



Ladder 16, a 2004 American Lafrance Eagle / LTI 105' rearmount, s/n 0400797



Rescue 2, a 2004 Pierce Lance Heavy Rescue s/n J#15698



Squirt 16, a 2004 American Lafrance Eagle 54'Squirt boom 1250/500 s/n 0400853
(Ian Duke photos)

And still with the U.S...



Gilbert, AZ operates this 2005 Pierce Quantum 1500/500 pumper as Engine 256.



A Reserve Engine for Gilbert, a 2001 Pierce/Kenworth unit, 1500gpm/500gwt.



Phoenix Truck 22, a 1992 ALF 100' Tiller (Tom Shepherd photos)



Phoenix Engine 2 is equipped with this 2003 ALF pumper, 1250gpm pump and 500gwt



Chandler, AZ Engine 282 has a 2001 Salisbury pump on a Spartan Metro Star chassis with a 1250gpm pump and 500gwt. (Tom Sheppard photos)



Mesa, AZ Engine 201, a 2009 Pierce Quantum 1250gpm/500gwt.



Phoenix Engine 22 runs with a 2009 Pierce Quantum pump, 1250gpm/500gwt



Superstition Medical/Fire Department Ladder 264, a 2013 Pierce Quantum 1250/350/85'



Terrytown, LA Quint 518 is a 2015 Pierce Arrow XT 75' quint, 2000/1000/75 J#28269-02



Terrytown Hose 519 is a 2001 Ford F550/Shop built, 5000' - 6" hose.



Terrytown Rescue 529 is a 2006 Pierce Dash heavy Rescue, s/n J#17937 (Bob Rupert photos)



Three of the halls discussed in the article, Station 20, top, then Station 9 and Station 17. (D, Brett photos)



New Vancouver Fire Halls finally getting built



Illustration of new Fire Hall No. 5 building for Vancouver. City of Vancouver handout [PNG Merlin Archive]

PHOTO BY HANDOUT

The first of two badly needed replacement fire halls in Vancouver is set for redevelopment this month, but it will be at least two years until both are complete. And by that time, near the start of 2019, another two of the city's 20 halls will also need to be razed and built anew, say fire officials.

Firefighters have for years called for No. 5 and No. 17 fire halls to be redeveloped after both fell into disrepair. Planning on the No. 5 hall (in Champlain Heights) started as early as 2012, but a rethink on the design slowed the project partway through the process, said Jonathan Gormick, a spokesman for Vancouver Fire and Rescue Services.

Rather than simply build a fire hall, plans for the No. 5 hall flexed to accommodate four floors of affordable rental housing for women and children, to be run by the YWCA. "I think we had anticipated having this going a little bit sooner," Gormick said this week, speaking of the delayed construction process.

And while the No. 5 is already demolished and construction set to go, the added housing on top means it likely won't be finished any sooner than the nearby No. 17 hall in Fraserview, which is still standing and in its redevelopment planning phase. Both halls will be finished in mid- to late-2018, Gormick said.

When asked if plans for No. 17 would also change to accommodate a residential component, Gormick said they would not — or probably not, anyway.

About half of Vancouver's 20 fire halls are at least three decades old, and many are too small to handle modern firefighting equipment, according to a 2009 report. While repairs are a constant need for the heavily used halls, for some, replacement is not an "if", but a "when".

Next in line to be torn down and built anew are No. 9 (Grandview-Woodland) and No. 20 (a small hall at Victoria Dr. at 38th Ave.), Gormick said.

"They're part of the aging fleet of fire halls, but also because they're not really suited for the operational needs of the area," Gormick said, adding the two would be part of the 2019 capital cycle.

"When it's an older fire hall that's in need of repair and that doesn't meet our needs in terms of size or the community's needs in terms of what staff or apparatus are going to be sent there, then it's probably just best to start from scratch."

MATT ROBINSON (Vancouver Sun) Published: August 12, 2016 Updated: August 13, 2016

Collector Classics: 1929 Bickle Canadian Special



Vancouver's longest serving fire engine rises from the ashes

by Alyn Edwards, Vancouver Sun | November 29, 2016

In the summer of 1917, Vancouver retired its stable of horses from fire service in favour of 15 motorized fire engines. That put the West Coast city ahead of all other Canadian municipalities, and many years ahead of most large American cities.

On Jan. 1, 1929, the nearby municipalities of South Vancouver and Point Grey amalgamated with the city, increasing the fire department by six halls and almost 100 men. As the Great Depression loomed, the department sought to fill its need for a high-volume pumper truck with the order of the most powerful apparatus available: a top-of-the-line 1929 Bickle Canadian Special powered by a giant 125-horsepower, 1140-cubic-inch Ahrens-Fox six-cylinder engine. The new fire engine could pump 900 gallons of water a minute from the harbour or out of cisterns strategically located throughout the city.

The fully equipped fire truck would be built by Bickle Fire Engines of Woodstock, Ontario, to be ready for delivery in November of 1929. It was the largest fire engine built in Canada and cost a staggering \$14,600 with hoses, ladders, nickel-plated brass fittings and leather seats.

The huge truck also was one of the first to be equipped with vacuum-assist, four-wheel mechanical brakes. A dash switch adjusted the vacuum for road conditions including dry, wet, snow and ice.

Bickle had forged an alliance with Ahrens-Fox fire engines of Cincinnati, Ohio, in the mid-Twenties to use its engines, front-end sheet metal and other parts in the production of its newly styled custom Canadian models.

Bickle built only three top-of-the-line Ahrens-Fox powered Canadian Special models in 1929; they were delivered to Windsor, Saskatoon and Vancouver. Three more were built in the following two years. The Vancouver fire engine would be the only one to survive.

It was originally commissioned at Fire Hall #6 on Nicola Street in the West End. The aging Bickle pumper would later see service in 1950 with the opening of Fire Hall #5 and later out of Hall #14 as the hose tender for the Vancouver fireboat. The 1929 Bickle pumper remarkably stayed in use for nearly 40 years, becoming Vancouver's longest-service fire apparatus.

The only reason it survived is because Rob McRae loved old fire engines. The former Vancouver police officer bought it in early 1970s, took it apart for restoration and then stored it in a Richmond barn where it would remain for 45 years.

The Bickle was destined to join a stable of vintage fire trucks at Brian Beard's Langley Fire Apparatus Museum. This collection included a 1922 Ahrens-Fox piston pumper, originally from St. Paul, Minnesota; a 1924 American LaFrance gear pumper from Port Henry, New York; a 1946 Bickle Seagrave aerial ladder from New Westminster; 1947 American LaFrance centrifugal pumper from Kenyon, Minnesota; a 1948 Bickle Seagrave aerial ladder from Toronto; a 1951 Bickle Seagrave canopy cab pumper from Edmonton; and a 1963 Mack C-85 from Menasha, Wisconsin.

Beard enlisted the help of Fraser Valley craftsman to complete the disassembly of the giant pumper truck, to be followed by a ground-up rebuild right down to the last gold leaf detail.

The engine in the Bickle pumper truck hadn't been running for more than 45 years, so Beard used his engineering skills to assess the condition by removing pounds of sludge from the oil pan, cleaning the oil pump and galleries before cranking the engine over. This is a complicated engine with many backup systems for reliability, including triple ignition with two sparkplugs per cylinder fired by a magneto and a third fired by the distributor.

Surprisingly, the engine came to life and ran as it did when it was new. Clearly, it had been well cared for by Vancouver Fire Department mechanics over its four decades in service. However, major hurdles included finding original headlights with glass lenses, an original fog light to be exactly as was on the truck when it was delivered, and restoring a damaged aluminum radiator shell.

Beard was able to get the original file of the truck where everything that happened to it was meticulously recorded in beautiful script. For example:

July 26, 1932 10:15 a.m. – during hose practice, the driver was backing into the alley and struck an ornamental light standard breaking the globe.

December 26, 1946: a 1939 Dodge coupe struck the running board at the intersection of Robson and Nicola Streets with no damage to the fire engine and minor damage to the car.

Beard and the team of craftsmen completed the restoration in 18 months – turning a pile of pieces into a fire engine masterpiece. Plans are to take the 87-year-old Vancouver artifact back to Fire Hall #6 at 1001 Nicola Street for a reunion. She served the city well over four decades and the restoration of the 1929 Bickle pumper is a rolling [tribute](#) to another era.

For more info, visit langleyfireapparatusmuseum.com.

A compendium of new deliveries from this year and last...



Now in service in Russell Twp. as Pump 216, this is a . (Photo by Dependable)



Brock Twp. ON (DEV) bears serial number 42190. (Photo by AeroFeu)



Vaughan, ON Unit 780 is a 2016 Dodge Ram 5500/Apex air light unit (Ian Duke photo)



Faraday Twp., ON P.1 Faraday Township is a 2016 Freightliner M2-106/Metalfab pumper (Photo by Metalfab Fire Trucks)



Central Frontenac R.441, 2016 Ford F550/Eastway light rescue (Rob Simpson photo)



East Sooke, BC Engine 1 received this 2016 Spartan Metro Star/Smeal pumper earlier this year, it has a 2250igpm pump, /900gwt, 50gft and a FoamPro 2001foam system, sn 4468 (Shane MacKichan photo).



Pemberton, BC recently got this 2016 Spartan Gladiator/Fort Garry pumper. It has a 1250igpm Hale pump, 900gwt and 25gft. sn M734 (Dave Stewardson photos).



Another delivery from earlier this year, High Level, AB Ladder 1 is a 2016 Pierce Ascendant quint with a 1500gpm pump, 500gwt and 107' aerial. (Pierce Fire photo).



Vegreville, AB Rescue 3, a 2015 Spartan Metro Star/Fort Garry heavy rescue s/n M628.



Ponoka, AB Engine 16 is a 2016 Freightliner M2/Fort Garry pump. Equipped with a 1050igpm Hale pump, 1000gwt and 25gft. It also has a FoamPro 100 foam system. s/n M707



Foothills, AB recently got this 2016 Rosenbauer Commander product for Engine 9 in De Winton with a 1250gpm pump, 750gwt, 20gft and FoamPro 2001 foam system. s/n 25501 (Dave Stewardson photos)



Saskatoon, SK just bought two of these 2016 Spartan Metro Star/Fort Garry engines. They have 1500igpm Waterous pumps, 600gwts and 25gfts. This one has s/n M757



Biggar, SK now has this 2016 Freightliner M2-106/Fort Garry rig, with a 1050igpm Darley pump, 1000gwt and a 25gft. s/n M752 (Dave Stewardson photos)



Black River FN, MB recently purchased this 2000 Waltek P4-6000 crash tender, formerly with CFB Petawawa as Red 9 (seen in it's former markings). It sports a 1050igpm pump, 1250gwt and a 95gft.



Saint-Jacques-de-Leeds, QC 528: 2016 Freightliner M2-112/Maxi Métal, 3000igwt.



Last year, Rouyn-Noranda, QC 2015 Spartan Metro Star/ Maxi Métal rescue pump. Unité 221 has a 1500gpm pump, 1830gwt, 20gft(A) and 50gft(B) with a CAFS (Maxi Métal photos)



Earlier this year, Bedford, QC took delivery of a 2014 Spartan Metro Star/2016 Carl Thibault product with a 1250igpm pump, 830gwt and 30gft. Unité 1421 has sn 2696 (Ian Duke photo)



Erinville & District, NS Unit 1 is a 2016 Dodge Ram 3500/Metalfab light rescue.



Woods Harbour, Shag Harbour, NS Unit 11, a Spartan Metro Star/Metalfab 1250igpm/2500gwt (MFT)



Twin to Engine 1, Summerside, PEI Engine 2, also a 2016 Spartan Metro Star/Fort Garry pumper, with a 1050igpm Darley pump, 800gwt & 10gft s/n M756 (Dave Stewardson photo).

Correction... Last issue featured a caption about Hantsport, NS E.11, on page 36 but I inadvertently substituted the shot of HFD Engine 12 with it. With my apologies, here are the correct pictures.



Recently bought by Hantsport in Hants County, NS. Engine 11, above, originally served in Arlington County, VA. It responded to the fire at the Pentagon on 9-11. Note the decals that are retained on the rig to mark this event. It also sports a roto-ray. It's a 2002 E-1 Cyclone II 1250igpm/800gwt/20gft(A). SN 124917. Engine 12, below, is a 2015 Pierce Saber with a 1250igpm pump, 660gwt and 20gft(A). Note the new one-piece windshield. SN 28409 TR (Info and photos from Dave Stewardson)





Halifax, NS Engine.58: 2012 Carl Thibault/Spartan MS 1250igpm/750gwt S#605070.



Halifax, NS E.18A: 2006 Sterling L9500/Superior 1750igpm/750gwt/30gft #SE3653



Halifax, NS Q. 9: 2007 Pierce Dash, 1750igpm/500gwt/75' aerial. s/n19430. (Dave Stewardson photos)



Halifax, NS E.17 2014 Spartan Metro Star/Carl Thibault 1250igpm/750gwt



Halifax, NS Tanker 58: 2010 IHC 7500/Carl Thibault 1050igpm/1400gwt.



Halifax, NS Ladder 3: 2014 Pierce Arrow XT 1750igpm/300gwt/100' s/n 26852 (Dave Stewardson photos)



Waterville, NS Unit 52 is a 2011 GMC 3500/Lantz Truck Body light rescue/medical response.



Waterville, NS Unit 51 is a 2004 Ford F550/Lantz Truck Body with a 2500 igpm pump.



Tanker 21 of the Woodville station of Waterville, NS. An unusual builder for Canada, a 4 Guys tanker on a 2012 IHC 7600 chassis. It has a 1050igpm pump and 2500gwt. (Dave Stewardson photos)



Kentville, NS Tanker 21: 2015 Freightliner M2-112/Acres, 1050igpm/1800gwt.



Kentville, NS Tanker 22: 2006 IHC 7600 /Superior/ 1050igpm/2500gwt #SE3648



Kentville, NS Engine 12 is a 2010 Pierce Velocity 1750igpm/1000gwt. (Dave Stewardson photos)



Part of the fleet in Singapore; one of four remote fire-fighting vehicles (unmanned fire-fighting machine or UFM) built in Austria by Rechner. Delivered in 2014, the LUF-Mobiles are equipped with a large fan and nozzle, they can dispense water or foam and are camera equipped. They are carried on the Hino 300 trucks, below or on custom designed rail cars for use in tunnels. (Kenneth Lai photos)

