



Third Alarm



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Welcome to the delivery issue. As it happens, Canadian fire services have received an enormous number of new rigs recently, as witnessed by the longest apparatus round-up we have ever published. Many of them went to Ontario departments, boding well for future photo outings. Our cover shot is from that list, this rig went to Ramara, where we toured a couple of years ago. Tanker 2 is 2017 Freightliner M2-106/Fort Garry truck, with 2500gallon water tank and a portable pump. s/n M869 (Dave Stewardson photo)

To all our readers and their families, Merry Christmas,
happy holidays and all the best for 2017

THIRD ALARM

Volume 47 Number 6
November-December 2017

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

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President's Message...

October 14 dawned with a light drizzle but that didn't stop 7 members, 2 guests and "Diesel" from showing up at Innisfil Station 2 at 0900 hrs for our last photo tour of 2017. By then the mist had let up and the clouds appeared to be breaking up as well but the trucks were out on a call, so we had to wait until they returned before getting started. As we were gathered outside the station conversing amongst ourselves a Vol. FF appeared on scene and graciously allowed us to enter the building and start taking down information on the rigs which were still there. Shortly thereafter the very friendly and accommodating crews arrived back home and the tour was underway with our escort between the halls being 2 firefighters with the Aerial Tower. A short but great day finished up at the Cookstown Station around 1 pm. The 5 tours this year had an average attendance of 12+ participants.

The Fire Services Collectibles Show and Sale on November 4 had a good number of vendors, some of whom were first timers, show up but, as seems to be usual these days, fewer customers to look over and purchase their wares. If anyone has ideas as to how we can improve the numbers of visitors to the show please let us know. The Annual Meeting in the afternoon saw 21 members and 4 guests in attendance and, as there were no nominations from the floor your Executive Board for the next 2 years will be as listed in the Membership Secretary's column in the last issue (see the Masthead on Page 2).

On behalf of the Board of Directors and the members of the OFBA I would like to express our sincere appreciation to Vice President Dave Mollison (12 years) and Secretary Ken Jansen (2 years) for their service as they step down from the board.

In closing, on behalf of Rosemary and myself I want to wish each of you and your families a very Merry and Blessed Christmas and a Happy and Prosperous New Year and I hope to see you at one or more of the photo tours in 2018.

Until then, stay safe, Bob Rupert

High Pressure Monitor #2

At the 2017 Annual General Business Meeting Gord MacBride brought to our attention that a very dusty 2HP was sitting in the bay at Station 432 on the East Mall not protected by the dust cover that we had provided for it at great expense. Subsequently I contacted Mechanical Division Chief Anselmi to ask what was going on and to offer help in cleaning it up and covering it if he so desired. Chief Anselmi stated that "the cover came off when it was moved in the bay, then it didn't get put back on... but will. But even better news is that I have a "work party" organized to analyze the issue with the engine. It smokes so bad out the left side you really can't drive it. If it needs an overhaul (assuming parts are available) we'll try to make it happen. I have two guys quite keen to get at it. When running better, it will get way more loving." I hope that this answers the concerns raised at the annual meeting.

From our Membership Secretary

This is the final issue of The Third Alarm for 2017. By now you have all received your new membership cards and dues notices. Thanks to all those members who have already paid, either by mail or at the Collectibles Show and Sales - almost 70% at this mailing. A special thank you to those of you who also made donations. There were some very generous ones.

For those of you interested in numbers, we have 99 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 42% now receive the electronic version in lieu of paper. That's up 7% from last year. 24% receive both versions.

With this being the last issue of the year, I would like to thank the members of the Executive and our Membership in general, for it is you who keep the club going by attending the photo tours and the annual collectibles show and in sending in articles and photos for The Third Alarm. And on a personal note, I would also like to send special holiday greetings to my friends in the Fire Services in many parts of the world – the latest being those that I visited in the British Isles this past summer.

We look forward to another successful year in 2018 and I wish all of you a Happy Holiday Season and a Healthy and Safe New Year.

Robert Herscovitch, Membership

From the Editor...

Alas, winter has closed in and the photo season has come to a close. As you will see in this issue, many departments have received new rigs this year, so the potential for 2018 is very high. Focusing on this issue, thank-you to Gary Dinkel, Robert Herscovitch, Dave Stewardson, Ken Buchanan, Bob Rupert, Andrew Henry, John Bowerman, Ian Duke, Rob Simpson, Doug Holmes, Ken Walton, and Neil McCarten. I also thank Maxi Métal Fire Trucks, Pierce Manufacturing, Safetek, Wholesale Fire & Rescue and Metalfab for photos and info. Thanks also to Walt McCall for muster report, Bob Rupert for the rosters and Ken Buchanan, Rob Simpson, Ken Walton, Doug Holmes, Rick Loiselle and Gary Dinkel for providing info.

Desmond Brett, Editor, Third Alarm

With this issue, I am introducing a new series called Looking Back, featuring rigs from decades past, in the same year (sevens, in this case). Here are a couple from 50 years ago...



City of Tonawanda, NY, 1977 ALF Century 1500/500



Etobicoke, ON Aerial 7, a 1977 Ford C/Pierreville 100' (Desmond Brett photos)

Shots from the last photo tour of 2017, and the final October photo tour.



Rescue 2, 2011 Spartan Metro Star MFD / Fort Garry 1050/600/20A/20B S#M206



Tanker 2 - 2015 Freightliner M2-106 / Dependable 1050/1250 J#43922



Ladder 1 - 2011 Spartan Gladiator Classic MFD / Smeal 100' 1500/250/30F S#116280



Innisfil Pumper 1: 2008 Sterling / Fort Garry 1050igpm/800gwt/40gft, S#M051



Tanker 4: 2014 International 7400 / Eastway PP, 2000gwt V# HO15837 (Bob Rupert photos)

OFBA Photo Tour
Innisfil Fire and Rescue Service
October 14, 2017, info and photos supplied by Bob Rupert

Fire Station 1 - 780 Innisfil Beach Road, Alcona

Pumper 1 -	2008 Sterling / Fort Garry	1050/800/40F	S#M051
Tanker 1 -	2012 Freightliner M2 / Dependable	PP/1800	J#36828
Utility 1 - 2	017 Ford F250 Pickup		

Fire Station 2 - 1214 20 Sideroad, Lefroy (Headquarters) Built 2015

Pumper 2 -	2005 Sterling Acterra / Fort Garry	1050/800/20B	S#A015
Rescue 1 -	2016 KME	1250/1000/20A	SO#10054
Rescue 2 -	2011 Spartan Metro Star MFD / Fort Garry	1050/600/20A/20B	S#M206
Ladder 1 -	2011 Spartan Gladiator Classic MFD / Smeal 100'	1500/250/30F	S#116280
Tanker 2 -	2015 Freightliner M2-106 / Dependable	1050/1250	J#43922
Tanker 5 -	1995 GMC Top Kick / Bond Head Welding	PP/1800	(spare)
Utility 2 -	2014 Chevrolet Silverado Pickup		

Fire Station 3 - 2394 Victoria Street, Stroud Built 2002

Pumper 3 -	2000 Freightliner FL80 / Superior	1050/900/30F	S#SE 2038
Tanker 3 -	2006 Sterling / Eastway	1050/2400	V#X14637
Ladder 3 -	2000 Volvo WG42 / Superior 50' TS	1050/500/40B	S#SE 2144
Parade	1952 Chevrolet 1500 / Bickle	420/80	
Utility 3			

Fire Station 4 - 23 King Street North, Cookstown Built 2015

Pumper 4 -	2007 Sterling Acterra / Fort Garry	1050/800/20B	S#A342
Tanker 4 -	2014 International 7400 / Eastway	PP / 2000	V#HO15837
Rescue 4 -	2017 Ford F350 Pickup		
Fire Prevention -	2016 Ford Transit		



Parade 1952 Chevrolet 1500 / Bickle 420/80 (Bob Rupert photo)



One of Edmonton's new 2017 Spartan/Smeal platforms, each one has a 1500igmpump, 250gwt and 2x25gfts with a 100' tower and FoamPro 2002 foam system. S/O 4678 (John Bowerman photo)



Langham, SK's new 2017 IHC 7400/Acres pump. P.39 has a 1050igpm Waterous pump, 800gwt and 25gft. s/n 171006159. Below: Carman, MB just got this 2017 Freightliner Columbia/Acres tanker, it carries 2500 imperial gallons. (Dave Stewardson photos)



The Apparatus Floor....

Toronto Pearson Airport has ordered a pair of 2018 Rosenbauer Panther 6x6 crash tenders, each with a 2100 gpm pump, 3000gwt and 400gft, due later next year. Earlier this year they received a 2017 Mercedes Sprinter 2500 and outfitted as a command vehicle, it is marked as Red 9 and replaces Red 7 in that role. Pump 11 has been moved into the station at 3201 Elmbank Rd., formerly leased to Mississauga and known as their Station 119. It became Station 3 of the TPFRS.

In 2017, the fire department received government funding to convert a former school bus garage to a combination fire hall / community centre. Work should be complete later in 2017. The new building is located on Old Road Hill next to the St. Mary's Education Centre.

In **London**, the new Station 11 on Savoy Rd just north of Wharncliffe Rd on the west side of Lambeth. And the LFD has another Spartan chassis pumper from Carl Thibault for delivery late this year. the Special Operations rig is being re-chassis on a Freightliner. **Waterloo, QC** officially opened their new digs on November 9. The large, 1-story building features four drive-through bays. It is located on rue Bernard, off Boul. Industriel. **Scott, QC** also just opened a similar, four-bay, single story edifice.

By the way, #M844 Prince Edward County will be assigned to the Sophiasburgh station (Station #4).

Fort Garry Fire Trucks is now the official distributor for **Bronto** in Western Canada, adding aerial platforms to their already comprehensive offerings.

A group of active and non-active **Amherstburg** firefighters have created the Malden Firefighters Association and hope to restore a 1946 fire truck that was used in Malden Township. If you wish to donate, visit <https://www.gofundme.com/restoration-project-unit-146>

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

London	P. 3	2016	Spartan/Carl Thibault 1250igpm/500gwt
London	P. 8	2016	Spartan/Carl Thibault 1250igpm/500gwt
London	Truck 6	2017	Spartan/Carl Thibault/RK 1250igpm/300gwt/100'
London	Airlight	2017	Freightliner M2-106/ Carl Thibault remount
Waterloo	P. 3	2017	Spartan Metro Star/Spartan ERV/Dependable 1250/800/20gft (stock unit)
Thunder Bay	T. 1	2017	Freightliner M2 112/Fort Garry 420igpm(H)/3000gwt SN M851
Algonquin Highlands (2)		2017	Ford F550/Carl Thibault light rescues JN 2718 (1-2)
Centre Wellington	R.65	2017	KME custom heavy rescue (For Elora)
Temagami		2017	Ford F550 4x4/Metalfab 1050igpm(H)/300gwt FP1600FS
West Elgin	P.1	2017	IHC//Metalfab 1050igpm(H)/300gwt FP1600FS
Middlesex Centre		2017	Freightliner M2-106/Metalfab 1250igpm(H) PTO/2500gwt
Barrie	R.2	2017	Spartan Metro Star/Smeal 1750igpm/600gwt FoamPro 2002 FS J/N 4628
Barrie	P.1	2017	Spartan Metro Star/Smeal 1750igpm/600gwt FoamPro 2002 FS J/N 4629
Kingston	P.241	2017	Rosenbauer Commander 1250igpm/625gwt SN 14082
Kingston	L.241	2016	Rosenbauer Commander 2000gpm/500gwt/101' Cobra platform (stock unit)
Springwater Twp.		2017	Pierce Saber FR/Maxi Métal pumper 1250igpm/840gwt/25gft
Ajax	A.41	2017	Spartan/Smeal 2250gpm(H)/400gwt/105' quint
Welland	R. 1	2017	Ford F550/Eastway light rescue
Clearview	T.43	2017	Freightliner M2 112/Midwest PP(D)/3000gwt j/n 2843
Brampton	A.202	2017	E-One Cyclone II 1750igpm/220gwt/15gft/95' tower SO#140791
Brampton	P.204	2017	Spartan Metro Star/Dependable 1250igpm/500gwt/25gft
Brampton	P.206	2017	Spartan Metro Star/Dependable 1250igpm/500gwt/25gft
Brampton	S.212	2017	Spartan Metro Star/Dependable 1250igpm/500gwt/25gft
French River	P.1	2017	Freightliner M2-106/ Fort Garry 1050igpm(H)/800gwt/25gft s/n M870
Bluewater (Brigden)		2017	Freightliner M2 106/Pierce FXP 1000gpm(H)/2100gwt s/n 30855
Toronto	P.146	2017	Spartan Metro Star/Spartan ERV/DEV 2250gpm/600gwt/30gft(A)
Toronto	P.344	2017	Spartan Metro Star/Spartan ERV/DEV 2250gpm/600gwt/30gft(A)
Toronto	P.442	2017	Spartan Metro Star/Spartan ERV/DEV 2250gpm/600gwt/30gft(A)
Elmvale		2017	Pierce Saber Maxi 1250igpm/870gwt/25gft
Chatham-Kent		2017	Spartan/Dependable 2000gpm
Cambridge		2017	Pierce Impel 1500gpm(P)/600gwt/30gft Husky 3 FS s/n 31116
Camplain Twp.	LOT17	2017	Freightliner M2-106/Metalfab 1050igpm/2000gwt for L'Orignal
Ramara	T.2	2017	Freightliner M2-106/Fort Garry 210igpmPP(CET)/2500gwt s/n M869
Kitchener	P.5	2017	Rosenbauer Commander 4000 1050igpm/500gwt/40gft
Elizabethtown-Kitley	T.1	2017	Freightliner M2-112/Carl Thibault vacuum, 3000gwt SN 2708
Haldimand		2017	Chevrolet Silverado Emergency Response Vehicle



Thunder Bay Tanker 1, a 2017 Freightliner M2 112/Fort Garry rig, 420igpm Hale, 3000gwt (SN M851)



Centre Wellington R.65 2017 KME Predator custom heavy rescue (Gary Dinkel photo)



Ajax, ON Aerial41 2017 Spartan/Smeal 2250gpm Hale, 400gwt/105' quint (Safetek)

Apparatus Roundup: OUT WEST

Midway, BC		2017	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt FP 2001 s/n M774
Radium Hot Springs	1203	2017	Spartan Metro Star/Hub 1500igpm/1240gwt SO#1220
Surrey		2017	Ford F550 4x4/Danko 1050igpm(H)/250gwt/16gft FoamPro 2001 FS
Kelowna	P.10	2017	Spartan Gladiator/Hub 1250igpm/500gwt s/n 1221*
Kelowna	E. 2	2017	Spartan Gladiator/Hub 1250igpm/500gwt/40gft FoamPro 2002 FS s/n 1217
Kelowna	E. 3	2017	Spartan Gladiator/Hub 1250igpm/500gwt/40gft FoamPro 2002 FS s/n 1216*
Whitcourt		2017	Freightliner M2-112/Maxi Métal VIO 1250igpm/2500gwt/30gft
Fort St. John	E. 1	2017	Spartan Metro Star/Smeal 1750igpm(W)/600gwt Advantus 6 FS J/N 4642
Victoria	E. 1	2017	E-One Cyclone II 1250ipgm/500gwt/25gft(A)/gft25(B) SO#141079
Victoria	E. 2	2017	E-One Cyclone II 1250ipgm/500gwt/25gft(A)/gft25(B) SO#141079
Shawnigan Lake		2017	Kenworth T800/Midwest PP(CET)3000gwt j/n 2802*
Ten Mile (Cariboo Dist.)		2017	Freightliner M2-112/Fort Garry 210igpmPP(CET)/2500gwt s/n M858
108 Mile Ranch T.12		2017	Freightliner M2-112/Fort Garry 210igpmPP(CET)/2500gwt s/n M859
Vancouver	E. 1	2017	Spartan Gladiator Sirius LFD/Smeal 1875igpm/440gwt/63gft(A)/CAFS
Vancouver	E. 2	2017	Spartan Gladiator Sirius LFD/Smeal 1875igpm/440gwt/63gft(A)/CAFS
Vancouver	E. 6	2017	Spartan Gladiator Sirius LFD/Smeal 1875igpm/440gwt/63gft(A)/CAFS
Vancouver	E. 8	2017	Spartan Gladiator Sirius LFD/Smeal 1875igpm/440gwt/63gft(A)/CAFS
Vancouver	E.12	2017	Spartan Gladiator Sirius LFD/Smeal 1875igpm/440gwt/63gft(A)/CAFS
Vancouver	L.17	2017	Spartan Gladiator Sirius /Smeal 1750igpm/440gwt/63gft(A)/CAFS/
North Cowichan, Maple Bay		2017	Spartan Gladiator/Fort Garry 1250igpm(H)/1000gwt/30gft s/n M849
Saltspring Island		2017	Freightliner M2-106/Midwest 1000gpm(H)PTO/3000gwt j/n 2793
Parkland County, AB	E.2	2017	Spartan Gladiator/Fort Garry 1250igpm(W)/1000gwt/2x25gft s/n M820
Clearwater	601	2017	Freightliner M2-112/Hub 625igpm/3000gwt SN 1219*
Sturgeon Lake Cree Nation		2017	Freightliner M2-106 4x4/ Fort Garry 1050igpm(F)/1000gwt s/n M819
Drayton Valley	E. 5	2017	Spartan Gladiator/Fort Garry 1250igpm(H)/1000gwt/2x25gft s/n M809
Calgary	E.30	2017	Spartan Gladiator Classic MFD/Smeal 1500gp/500gwt/30gft(A)/CAFS
Calgary	E.36	2017	Spartan Gladiator Classic MFD/Smeal 1500gp/500gwt/30gft(A)/CAFS
Calgary	E.39	2017	Spartan Gladiator Classic MFD/Smeal 1500gp/500gwt/30gft(A)/CAFS
Sylvan Lake	R. 1	2017	Pierce Velocity walk-around heavy rescue. SN 30417
Headingley, SK		2017	Spartan Metro Star/Fort Garry 1250igpm(H)/800gwt/30gft s/n M850
Langham	U.39	2017	IHC 7400/Acres1050igpm(W)//800gwt/25gft s/n 171006159
Borden		1993	GMC Top Kick/US Tank 1000gpm/1500gwt, formerly with Spafford, NY
Avonlea		2017	Dodge 5500 4x4/Midwest PP(CET)/400gwt/8gft j/n 2848
Lanigan		2017	IHC 7400//Fort Garry 1050igpm(H)/1000gwt/25gft s/n M773
Legacy Regional Protective Services		2017	IHC 7400 4x4/Rosenbauer 1050igpm/625gwt/15gft
Carman, MB		2017	Freightliner Columbia/Acres 2500gwt
Holland		2017	IHC 7400/Acres1050igpm(W)//1000gwt/25gft s/n 171117160

QUEBEC & THE MARITIMES

Drummond, QC		2017	Can-Am Defender UTV off-road rescue
Drummond		2017	Snowbulanc evac medic sled
L'Ange-Gardien	Unité 473	2017	Freightliner 114SD/Carl Thibault pumper/tanker 1050igpm/2500gwt/30(B)
Sherbrooke	Unité 204	2017	Spartan Metro Star/Carl Thibault 1250igpm/600gwt JN 2724 (1)
Sherbrooke	Unité 205	2017	Spartan Metro Star/Carl Thibault 1250igpm/600gwt JN 2724 (2)
Rimouski	Unité 1163	2017	Freightliner M2-106/ Maxi Métal medium rescue
Longueuil	Unité 411	2017	Spartan/Carl Thibault 1750igpm/360gwt/16gftA/40gftB/100' rearmount
Longueuil	Unité 413	2017	Spartan/Carl Thibault 1750igpm/360gwt/16gftA/40gftB/100' rearmount
Longueuil	Unité 244	2017	Spartan Metro Star/Carl Thibault 1250igpm/500gwt/16gftA/40gftB
Baie-Saint-Paul	Unité 211	2017	Freightliner M2-112/Maxi Métal 1050igpm/840gwt/25gft FoamPro 2002
Baie-Comeau	Unité 685	2017	Ford F-550 XL 4x4/2002 E-One/2017 1200° refurb light rescue body
Saint-Zénon	Unité 865	2017	Freightliner M2-106/Amiral 1050igpm/1500gwt
Levis	Unité 901	2017	Dodge Ram 2500 4x4/Leer utility
St.-Simon	Unité 604	2017	Freightliner M2-112/Amiral 1050igpm(H)/2300gwt*
St.- Calixte.	Unité 860	2016	Freightliner M2-106/Rosenbauer 1050igpm/1000gwt/20gft (ex-Demo)
Campbellton, NB	E.2	2017	Pierce Saber FR/Maxi Métal 840igpm/1500gwt/25gft Husky 3 FS
Halifax, NS		2017	Pierce Arrow XT 1750igpm/400gwt/75' rearmount SN 30925-01
Antigonish County		2017	Freightliner M2-106/Metalfab 420igpm(H) PTO/1500gwt
North Shore, PEI	U.3	2017	Freightliner M2-108SD/Metalfab1250igpm/3000gwt/50gft*



French River, ON P.1 2017 Freightliner M2-106/ Fort Garry 1050igpm(H)/800gwt/25gft s/n M870 (DS)



Vaughan's new Aerial 716, a 2017 Spartan/Smeal quint with a 1750igpm Waterous pump, 400gwt and a 105' stick. s/n S4675. (Smeal)



Fort St. John, BC E.12017 Spartan Metro Star/Smeal 1750igpm(W)/600gwt Advantus 6 FS J/N 4642 (Safetek)



Sylvan Lake, AB Rescue 1, 2017 Pierce Velocity walk-around heavy rescue. SN 30417 (Pierce)



Parkland County, AB E.2 just got this 2017 Spartan Gladiator/Fort Garry pumper, it has a 1250igpm Wterous pump, 1000gwt and 2x25gft. s/n M820



Headingly, MB received this 2017 Spartan Metro Star/Fort Garry 1250igpm(H)/800gwt/30gft s/n M850. (Dave Stewardson photos)



1950 Pirsch 75' Tractor-Drawn Aerial, ex-Beloit, WI



Fort Erie's nicely restored 1947 American-LaFrance 700



Ex-U.S. Army 1943 Mack Type 25 Piston Pumper - Walt McCall Photos

MUSTER MUSINGS

By Walt McCall

The 2017 Antique Fire Apparatus Muster season in Canada drew to a close with the sixth annual FireFest held in Chatham on Saturday, September 23.

This year's muster season began with a new event – a parade and mini-muster held in Port Lambton, on the St. Clair River between Sarnia and Wallaceburg in late May. Next up was the 29th annual WAMBO muster held in Wallaceburg the second weekend in August. In between there were two big musters in the United States, both conveniently close for Canadian participants and attendees. The Great Lakes Chapter of SPAAMFAA held its 20th annual Frankenmuth Muster in this popular Michigan tourist town the last weekend in July. SPAAMFAA's 2017 National Convention & Muster was held in Watertown, N.Y., just a half-hour drive from the Thousand Islands international border crossing near Gananoque.

For many years, the oldest and largest annual antique fire apparatus muster in Canada has been held in St. Thomas, just south of London, on Labor Day weekend. But what would have been the 35th St. Thomas Muster was tragically cancelled following the death of St. Thomas's fire chief five days prior to the event. Hopefully, sponsored by the St. Thomas Professional Firefighters Association, the great-granddaddy of all Canadian fire apparatus musters will return next year.

Chatham's FireFest burst upon the scene in 2012, just two weeks after the St. Thomas Muster. While many St. Thomas regulars also participated in the new Chatham event, some rig owners had to choose between one and the other, ultimately affecting participation at both shows. The brainchild of Chatham promoters Brent DeNure and Keith Chinnery, FireFest differs from other musters in its focus on fire service recognition and educational activities, the latter aimed at families and children, as well the big display of antique, vintage and modern rigs.

This year the fire apparatus show was preceded by two unique screen events. On Thursday evening, through a special partnership with Sony Pictures Canada and FireFest Chatham-Kent, the premiere showing of the major motion picture *Only The Brave* was held at Chatham's Galaxy Theatre. Released nationally in late October, the movie is based on the elite crew of wildland firefighters who battled the infamous Yarnell Hill fire in Prescott, Arizona in 2013. Tragically, 19 of the 20 members of the Granite Mountain Hotshots perished in the blaze.

On Friday evening, a caravan of vehicles headed by a replica of the Ectomobile - the converted 1959 Cadillac ambulance that co-starred in the hit movie *Ghostbusters* - rolled out of the meet hotel parking lot and wended its way to a drive-in theatre near Tilbury, 20 miles west of Chatham, for a special screening of the 1984 cult classic. The Friday Night Lights run was sponsored by the St. Clair College Alumni Ass'n.

More than 60 antique, vintage and modern fire trucks, ambulances and police cars lined three blocks of King Street, Chatham's main business thoroughfare. They ranged from spindly, high-wheeled hand-drawn hose reels built well over a century ago to Chatham-Kent Fire & Rescue Service's newest rig, a 2000 gpm Dependable-Spartan rescue pumper delivered earlier this year. Again, show organizers were able to draw heavily from three substantial local fire apparatus collections – those of the Reg and Brent DeNure families in Chatham and the comprehensive Wes Thompson and Francis Glenn collections in nearby Blenheim – the unofficial Antique Fire Engine Capital of Canada.

The oldest fire engine at the show was Chatham's 1870 Hyslop & Ronald horse-drawn steamer which is on permanent public display in a glass showcase next to CKFRS headquarters fire station. The Ronald was restored 50 years ago for Canada's 1967 Centennial. Next oldest was Wes-Thompson's 1917 Bickle four-wheeled trailer type motor pumper which was used in Northern Ontario for many years by the Ontario Department of Lands and Forests.

Retired funeral director John Atkins drove his 1950 Pirsch tractor-drawn 75-foot aerial ladder truck more than 250 miles from his home near Columbus, Ohio. The open-cab aerial, ex-Beloit, Wisconsin, was one of four tractor-drawn, tillered aerials at FireFest this year. Another first-timer at FireFest was Fort Erie's very nicely restored 1947 American-LaFrance 700 Series pumper, the ninth built in ALF's Canadian subsidiary plant in Toronto.

One of the most interesting rigs on display was a white-painted 1943 Mack Model 25 pumper that protected Pelee Island for many years. Equipped with a chain-driven, three-piston Hardie pump, the Mack was one of 200 special high-pressure fog fire trucks built for the U.S. Army Corps of Engineers during the Second World War. Pelee Island, on the Canadian side of Lake Erie between Leamington and Sandusky, Ohio, acquired the WWII veteran in the 1960s. It's now owned by Chatham collector Reg DeNure.

FireFest VI featured two special presentations on a stage set up on King St. The first was a panel discussion on the Detroit Riots which devastated the city in July, 1967. Displayed near the stage were two rigs that saw action during the riots – an ex-Detroit Fire Department 1951 Seagrave sedan pumper from the Francis Glenn collection and a 1965 Mack C-Series pumper, one of two Windsor Fire Department pumpers that responded to the beleaguered city's urgent plea for help. The second presentation was a talk by Romulus, Michigan firefighter John Theide, one of the first firefighters on the scene of the Northwest Airlines Flight 255 plane crash at Detroit's Metropolitan Airport in August, 1987 which took 146 lives. Theide found the crash's sole survivor—a four-year-old girl still strapped into her seat -- in the wreckage of the MD-80 which was departing Detroit for Phoenix when it failed to get airborne and crashed on Middlebelt Road near the airport.

Among the half-dozen vintage ambulances on display was the 1959 Cadillac Ghostbusters movie car replica brought to FireFest by its two owners from Quebec. In full Ghostbusters garb and armed with their spook-dispatching proton packs —the Who Ya Gonna Call? theme music blaring out over loudspeakers– the pair posed for photos with young and old movie fans all day. FireFest VI concluded with a late-afternoon parade through the city. Following is a list of this year's participants.



CHATHAM FIREFEST RIGS – SEPTEMBER 23, 2017 provided by Walt McCall

1840 Silsby Two-Wheel Hand-Drawn Hose Reel - Reg DeNure, Chatham
1869 Two-Wheeled Hose Reel - Tilbury Fire Department
1870 Hyslop & Ronald Horse-Drawn Steamer – Chatham Fire Department
1900-1910 Wirt & Knox Hose Reels – Lee Burrows, Dresden
1917 Bickle Motor Pumper Trailer , ex-Ontario Dept. of Lands & Forests – Wes Thompson, Blenheim
1922 Bickle-International “S” Pumper, ex-Dutton Fire Dept. – West Thompson, Blenheim
1924 Bickle-Reo Combination Hose & Chemical, ex-Port Dalhousie, Reg DeNure, Chatham

1927 Stutz Speedway Six Chief's Roadster Replica – Wes Thompson, Blenheim
 1937 Ford Chemical Car – Dresden Fire Department
 1938 Bickle-Seagrave /GMC Pumper – Orford Township Fire Department
 1939 Bickle-Seagrave/Gramm 625 GPM Pumper, ex-Swansea, John & Neal Hendrie, Chatham
 1939 Ford V8 Coupe & Trailer – Doug Seagle, Guelph
 1940 Ford Sedan Delivery Police Memorial Unit – Doug Seagle, Guelph
 1942 Bickle-Seagrave/Ford 420 GPM Pumper – Dresden Fire Department
 1943 Mack Model 25 Piston Pumper, ex-U.S. Military & Pelee Island – Reg DeNure, Chatham
 1946 Bickle-Seagrave International KB Pumper – Dow Chemical, Sarnia
 1947 American-LaFrance 700 Series Open-Cab 625 GPM Pumper, Fort Erie Fire Department
 1947 American-LaFrance 700 Series Canopy Cab 1000 GPM Pumper (White) ex-Roseville MI
 1947 Mack L-85 Open-Cab 1000 GPM Pumper, ex-Texas – Wes Thompson, Blenheim
 1948 Ford Chief's Car Replica, Iron Mountain MI – Wes Thompson, Blenheim
 1948 Bickle-Seagrave/International KB 625 GPM Pumper – Blenheim Fire Department
 1948 Thibault/Intl KB Tractor/1932 ALF Type 233 Aerial Trailer, Ex-Verdun, Que. – Reg DeNure
 1950 Bickle-Seagrave 85' Open-Cab Service Aerial, ex-Hamilton – Reg DeNure, Chatham
 1950 Bickle-Seagrave 1050 GPM Canopy Cab Pumper, ex-Windsor Engine 3 – Francis Glenn, Blenheim
 1950 Mack Type 505 750 GPM Pumper, ex-Highland Heights KY – Reg DeNure, Chatham
 1950 Pirsch 75' Tractor-Drawn Tillered Aerial, ex-Beloit WI – John Atkins, St. Paris, Ohio
 1951 American-LaFrance 700 Series 840 GPM Airfoam Pumper, Imperial Oil, Sarnia Refinery
 1951 Bickle-Seagrave Model 80-E Canopy Cab Pumper, ex-Chatham FD – John & Neal Hendrie
 1951 Seagrave 1000 GPM Sedan Pumper, ex-Detroit Fire Dept. – Francis Glenn, Blenheim
 1951 Chrysler Coupe FDNY Chief's Car Replica – Reg DeNure, Chatham
 1952 American-LaFrance 700 Series Open-Cab Pumper, ex-Riverdale IL – Lee Burrows, Dresden
 1952 McClintock DeSoto Sedan Ambulance – Len Langois, Chatham
 1954 Armbruster-Chevrolet Sedan Delivery Type Ambulance – Len Langlois, Chatham
 1954 National Chevrolet Ambulette Ambulance – Dave Maple, MI
 1955 Thibault/FWD 840 Pumper, ex-RCAF Station Trenton – Brent DeNure, Chatham
 1957 American-LaFrance 700 Series Open Cab 840 GPM Pumper, ex-London - Murray Saunders
 1957 Fargo Salvage Squad, ex-Windsor Fire Dept. – Reg DeNure, Chatham
 1959 Superior-Cadillac "Ghostbusters" Movie Car Replica – Quebec
 1962 Mack "B" Tractor/1950 ALF 100' Aerial Trailer, ex-Philadelphia FD – Brent DeNure
 1962 John Bean/Ford C Canopy Cab 500 GPM Pumper, ex-Kilmarnock VA – Wes Thompson
 1963 Chrysler Newport Police Car Replica –
 1965 Mack C-125 Canopy Cab 1050 GPM Pumper, ex-Windsor FD Engine 2 – Brent DeNure
 1966 Seagrave KT 100' Tractor-Drawn Tillered Aerial, ex-Strasburg VA – Wes Thompson
 1967 Ford Bronco Grass Fire Rig, ex-Pataskala, Ohio
 1968 National-Dodge Ambulance, ex-Lethbridge, Alta. – Dean Wilkinson, Leamington
 1971 Dietz/Chevrolet Suburban Hightop Ambulance – Reg DeNure – Chatham
 1976 Superior-Cadillac 54" Super Rescuer Ambulance, ex-Ely, Nevada -
 1977 Land Rover 101-FC Military Ambulance, ex-British Army
 1978 American-LaFrance Century Series 1500 GPM Pumper, ex-Romulus MI – Brent DeNure
 1978 Horton-Chevrolet Type III Modular Ambulance, ex-Myersville PA – Mike Boyer, Castleton
 1978 Hahn/Ford F-Series Pumper, ex-Sedan, Kansas
 1978 Hamerly-Dodge 4X4 Mini Pumper, ex-Lickdale PA – Reg DeNure
 1980 Mack CF-600 Canopy Cab 1000 GPM Pumper, ex-Elizabeth Boro, PA
 1981 American-LaFrance Century 1500 GPM Pumper, ex-Denholm, Que. – Brent DeNure
 1981 American-LaFrance Century 1500 GPM Pumper, ex-Huntingdon PA – Rob Redman
 1985 Pierce Arrow Canopy Cab 1250 GPM Pumper, ex-Harper Woods MI –
 1988 Mack CF/Ward 79 Sedan Cab Pumper, ex.-FDNY Engine 328 – Brent DeNure
 1989 Ford Mustang SSP Police Car, Arizona Highway Patrol
 1991 MedTech/Ford Modular Ambulance, ex-Madeira Springs NY – Lorne & LeeAnn Bradt
 2007 Harley-Davidson FF Motorcycle -
 2017 Dependable/Spartan 2000 GPM Pumper, Chatham-Kent Fire Services

A few halls from the north and east of the province...



Tilden Lake's Fire Protection Team operates from this station at 34 Village Rd. (Photo: Deputy Chief Rob Bassett)



The station at Iroquois, ON, operated by South Dundas as Stn.1-4 located at 1 Dundas St.



South Glengarry Stn. 4 at Lancaster, address is 221 County Rd. 34, it was built in 2001.



A couple from the Emerald Isle, Dublin pumps D22, a 2014 Scania P.320/HPMP WrL, and D101, a 2003 Dennis Sabre/Browns. (Robert Herscovitch photos)





Syracuse Engine 1 is a 2014 KME pumper with a 2000gpm pump, 500gwt and 55' aerial.



Syracuse Hazmat 1 runs out of Station 5 and is a 2011 Sutphen Monarch/SVI



Rescue 1 is a 2012 Sutphen/SVI collaboration and runs from Station 6.



Syracuse Truck 2 is a 2007 Sutphen 95' tower, with a 1500gpm pump and 300gwt.



Engine 3 is a 2010 Sutphen pumper, with a 2000gpm pump and 500gwt.



Rescue 3 is a 2006 International 4400/Morgan rig. Also at Station 6, it is cross crewed by the staff of Rescue 1.



Syracuse F.D. also protects Syracuse Hancock International Airport, our featured airport this issue.



Airport EMRU1 (Emergency Medical Response Unit), a 1989 Kurbmaster/Saulsbury mass casualty unit.



Hazmat 3 is a 1992 IHC 4900/Sutphen rig with 250gpm pump and 300gwt, also a 1000 gallon foam trailer.



Also stationed at the airport is Spare Engine 9, a 1991 KME, 2000gpm/500gwt/50gft.



Spare Mini 8 is a 2012 Ford F250/Brand FX unit.



Ambulance 3 is a 2013 Ford E450/Northeastern (Ken Walton photos)

Tough decisions ahead for city fire services

By [Karena Walter](#), The St. Catharines Standard
Thursday, October 19, 2017 9:46:35 EDT AM



The St. Catharines Fire Department responded to a chemical fire at the back of 55 Oakdale Ave. Wednesday October 18, 2017. The fire was quickly put out but the road closed for a short period because of potential air quality issues. Damage remains to be assessed. Bob Tymczyszyn/St. Catharines Standard/Postmedia Network

A blueprint for fire services in St. Catharines for the next 10 years was presented to council Wednesday night.

The long-awaited fire master plan deals with immediate and future needs, including the likely possibility that St. Catharines is growing vertically and will eventually have more high rises than it does now.

Acting fire Chief Jeff McCormick said the plan is supposed to be “flexible and nimble.” It’s a guideline for council, which plans to form a committee to deal with the implementation and review of it.

“For the next 10 years, things are going to change. Priorities are going to change. Needs and circumstances are going to change,” McCormick said during the special meeting at city hall.

“So this blueprint is something that council can work with and the committee can bring back recommendations as to how they feel is best to move forward with this plan to provide the most effective services we can in our community.”

The plan was two years in the making by a fire master plan committee made up of members of fire services, city staff and Couns. Jennie Stevens, Bill Phillips and Sandie Bellows.

The committee looked at public education and prevention, fire safety standards and code enforcement and emergency response. It came up with 16 recommendations.

They include that the city hire a community emergency management co-ordinator by 2020. McCormick said it's not necessarily the fire department that should be in charge of that.

The committee also suggests increasing the number of firefighters by 16 over four years from 2021 to 2024. The additional personnel would allow the service to deploy an aerial truck at all times, which McCormick said would be necessary with higher buildings when the development landscape changes.

"If we have a fire in a highrise building, it really doesn't matter whether we have 100 fires in a highrise building over the course of the year or we have one, we must be able to have the resources in place to deal with that one fire if we're going to be effective and efficient in extinguishing fires," McCormick said.

Another recommendation is that the city consider renovating the downtown fire station to allow an aerial truck to fit into the bay at some point.

It also recommends a new fire training tower be constructed by 2019 to replace the current 1974-built structure which is out of service.

Suggested hirings include a full-time dedicated public educator for the fire prevention division in 2018 and the possible hiring of a full-time person in fire prevention dedicated to reviewing sites and plans with planning and building services.

The committee also recommended assigning a fire prevention officer to each platoon and hiring another training officer.

Some recommendations cost no money.

The committee suggested the city's current response time, set by council, of five minutes be changed to the industry standard of six minutes 20 seconds. St. Catharines firefighters currently respond within five minutes 90 per cent of the time.

It also recommended updating the services provided by the department in a bylaw.

Annual fees for services, software needs and administrative workload should continue to be monitored.

Council received the plan Wednesday night and directed the fire department to hold a public meeting about it. The department will consider the public's input and bring the information back to council.

Council also dissolved the master fire plan committee and will strike a new committee for implementing and reviewing the plan.

McCormick said the fire master plan committee looked at addressing legislative and regulatory requirements and evaluated current and future risks. It determined where the department is now and where it needs to go over 10 years.

He said the committee identified gaps and the 16 recommendations are based on those gaps as of today.

McCormick said the plan takes into account the community's ability to fund and support the level of service, keeping in mind its taxpayers who fund the service.

"There's no question council has some tough decisions now and over the next 10 years."

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Bonus tour shots from the summer...



Central York Engine 431, a 2014 Spartan Gladiator/Spartan ERV/Dependable 1500/500



Central York Hazmat 438 is a 1998 Freightliner FL-80/1989 Dependable (remounted).



Central York Aerial 436, a 2012 Spartan Gladiator/Smeal 105' quint, 1500igpm/330gwt/25gft
(Desmond Brett photos)

These were taken by Neil McCarten on a previous tour of Innisfil...



Tanker 3 - 2006 Sterling / Eastway 1050igpm/2400gwt V#X14637



Pumper 3 - 2000 Freightliner FL80 / Superior 1050igpm/900gwt/30gft S#SE 2038



Ladder 3 - 2000 Volvo WG42 / Superior 50' TS 1050igpm/500gwt/40gft(B). S#SE 2144



Delivered earlier this year, Center Wellington, ON Rescue 45, a 2017 KME custom heavy rescue.



Center Wellington, ON Tanker 67 is a 2015 International 7500/KME rig, it has a 500gpm pump and a 2500gwt. It is stationed in Elmira. (Gary Dinkel photos)



Back in the summer, Metalfab delivered this pumper to S. W. Oxford on 2017 Freightliner 114SD chassis . P.61 has a 1050igpm pump, 1000gwt, 25gft and a FoamPro 2001 foam system. (Metalfab photo)



Received last year, W. Vancouver, BC Engine 4, a 2016 Pierce Arrow XT, with a 1750igpm Waterous pump, 330gwt, 25gft, and Husky Foam System, JN 30100. (WFR photo)



Drayton Valley, AB Engine 5, a 2017 Spartan Gladiator/Fort Garry 1250igpm(H)/1000gwt/2x25gft s/n M809 (DS)



Borden, SK recently purchased this 1993 GMC Top Kick/US Tank pumper/tanker 1000/1500 that was formerly with Spafford, NY, seen here in its old livery. (Ken Walton photo)



Morris, MB 2000 Freightliner /Superior 1050igpm(H)/2100gwt/35gft ex-Opaskwayak Cree FN



A recent acquisition by Glenboro-South Cypress, MB, is this 2017 IHC 7400/Acrs truck, equipped with a 1050igpm Waterous pump, 1000gwt and 25gft.



Carman, MB QRV - quick response vehicle.
A 2015 Seahawk/ GMC Sierra 3500 HD 4x4 with a Waterax portable pump; 250gwt, 10gft.
(Dave Stewardson photos)



Saint-Anicet, QC 4-5, 2017 IHC Durastar/ Maxi Métal medium rescue.



Baie St.-Paul, QC 211, a 2017 Freightliner M2-112/Maxi Métal pumper with a 1050igpm pump, 840gwt, and a 25gft, with a FoamPro 2002 foam system.



Rimouski, QC 1163, a 2017 Freightliner M2-106/ Maxi Métal medium rescue.
(Photos this page from Maxi Métal Fire trucks)



Salmon River, NB No.7, a 2015 Dodge Ram/Metalfab light rescue.



Hebbville, NS is a Engine 15 2017 Freightliner M2-112/Metalfab product, with a 1250igpm Hale pump, 1000gw, /25gft and a FoamPro 2001 foam system.



St. Johns, NL Unit 8, a 2016 Spartan Advantage/Metalfab rig, 1500igpm/500gwt. (SN M06-6193) (Photos this page from Metalfab Fire trucks)



Brampton, ON P.201 pink for breast cancer research. (Ken Buchanan photo)



More UK warps from the summer. Above is Hull's Pride wrap, done on a brand-new 2017 Scania 260 E-One pump-ladder that runs from Calvert Lane station (Andrew Henry)



The LFB Pride Wrap, from July. This 2002 Mercedes Atego pump runs from Soho. (LFB photo)



Calgary FD's wrap for Canada 150. CFD Engine 1 in front of the fire museum at former CFD Station 1. It is a 2016 Spartan Gladiator Classic/Smeal pumper with a 1500igpm pump, 500gwt, 30gft(A) and a CAFS.



The museum, built in 1911, is located at 4144 11 St SE, downtown. (Calgary Fire Department photos)

'We just watched it burn': Shamattawa can't fight blazes without working fire truck, chief says

Chief Jeffrey Napaokesik says First Nation has to wait for winter road to send truck for repairs

By Jill Coubrough, [CBC News](#) Posted: Dec 07, 2017 5:00 AM CT Last Updated: Dec 07, 2017 5:00 AM CT



An RCMP officer works to douse flames at the Shamattawa band office and Northern Store, which burned to the ground in September 2016. (RCMP/Twitter)

If a fire breaks out in Shamattawa First Nation, community members and leaders say there is little they can do but watch it burn. The isolated northern Manitoba First Nation, 745 kilometres northeast of Winnipeg, has been repeatedly ravaged by arsons but has had no operational fire truck or hall since September.

"It's very, very concerning," Chief Jeffrey Napaokesik told CBC News. "Recently we had a house that was not occupied, it was boarded up and someone lit a fire inside and ... we just couldn't do anything. We just watched it burn."

Napaokesik said the fly-in community's sole fire truck is in need of extensive repairs and has to be transported to Winnipeg to be fixed. However, the truck can't be transported until the new year, after the winter road is constructed, he said. In the meantime, Napaokesik said it's "almost impossible" to respond to a major fire.

"The only thing to do right now is to try and equip ourselves with portable fire extinguishers to try and respond to fires," he said, adding they have a local water truck with a jet nozzle and can rely on fire hydrants — if they're nearby.

"It's scary" for community members, he says, because the First Nation has endured several devastating fires and arsons in recent years.

In September 2016, Shamattawa [declared a state of emergency](#) after its band office and only grocery store burned to the ground in a fire — allegedly set by kids. At the time, the fire truck had broken down and was not able to respond.



Chief Jeff Napaoakesik, shown in a file photo from 2016, stands in front of the site where the band office and grocery store burned to the ground. (Jill Coubrough/CBC News)

That same year, the First Nation lost a series of teaching units to arson, believed to be set by youth. This spring, flames [tore through a warehouse](#) containing building supplies for six housing units. Then in late November, a [housing unit for a teacher](#) was deliberately torched. Someone found maintenance keys, entered the locked unit and set fire to a mattress and sofa seat, the chief said. Fire extinguishers were used to fight the flames.



The community of roughly 1,300 has grappled with a series of arsons, some involving kids, in recent years. (Jill Coubrough/CBC News)

Victoria Redhead lost her home and all of her possessions to arson in June 2016. She was out of town at the time and was told the fire was deliberately set by youth — but no one was caught or charged. She said it's frightening to know her community isn't properly equipped to respond in an emergency. "I would like to see my leaders work on this situation — at least get some fire extinguishers for each household," she said, adding her new home isn't equipped with one. "I don't want to see another person's house burn the way my house burnt."

Fire protection essential service: feds

In an email, a spokesperson for Indigenous and Northern Affairs Canada said "departmental officials are working with the First Nation to explore interim fire protection solutions."

The statement said chief and council informed the department the truck is out of operation and a mechanic indicated it will have to be sent out of the community for repairs. INAC said it funded a new fire truck for Shamattawa in 2015 and the community receives \$53,000 in annual funding for fire protection services, which includes maintenance of the fire truck. "Fire protection is an essential service that can make a difference between life and death," the statement read. This is why the Government of Canada is committed to making significant investments in infrastructure and to work in partnership with provinces, territories, municipalities and First Nation communities to address issues such as fire protection on reserve."

Inadequate fire protection: MKO grand chief

Shamattawa is not the only First Nation underprepared in terms of fire protection and in Manitoba, the consequences have been deadly. In 2011, two-month-old Errabella Harper died in a house fire in the Manitoba community of St. Theresa Point. At the time, the First Nation's fire truck was broken. Weeks later, Daphne Benjoe was killed in a house fire on Roseau River First Nation. Firefighters were unable to douse the blaze because fire hydrants had frozen due to lack of maintenance.

In the months following, Demus James and his two grandchildren died in a house fire in Gods Lake Narrows First Nation. Neighbours reportedly tried to extinguish the fire with buckets of water, wet towels and a low-pressure hose. A 2012 report by the Manitoba Office of the Fire Commissioner and the Assembly of Manitoba Chiefs, which surveyed 62 First Nations, found 15 per cent said they had enough hose to respond to a fire, a third did not have a fire truck and 39 per cent had no fire hall. Manitoba Keewatinowi Okimakanak Grand Chief Sheila North Wilson said inadequate fire protection is still a problem on Manitoba First Nations and more needs to be done to protect these communities. "We need to see more resources afforded to them so they can maintain the level of services that will keep all of their citizens safe."

North Wilson said Shamattawa is "one of the worst" in terms of available supplies and resources to maintain the community because of its remoteness. She said there need to be "real commitments" when it comes to fire protection, education and housing. "The people of Shamattawa deserve better than that," she said. "We're hearing a lot of stress and concerns from our youth there. If the adults and their parents are stressed, then the children feel it too." With files from The Canadian Press

A selection of delivery photos of rigs sent out sans graphics...



Honda, Alliston 2017 Ford E450/Maxi Métal medium rescue. (Maxi Métal photo)



Bluewater, ON recently received this 2017 Freightliner M2 106/Pierce FXP pumper-tanker for their Brigden station. It has a 1000gpm Hale pump and a 2100gwt. s/n 30855 (Pierce photo)



Sturgeon Lake Cree Nation, Alberta. 19 Sept 2017 Fort Garry Fire Trucks/FL-M2-106 4x4
Farley PSR 1250 pump 1050/1000. s/n #M819



Lac la Biche, AB 2017 Freightliner M2/Fort Garry 420igpm(H)/1700gwt s/n M793 (DS)



Fairview, AB just 2017 Freightliner FL 108SD/Fort Garry 625igpm(H)/3000gwt s/n M795 (DS)



Pilot Butte, SK Brush 2017 Ford F550 4x4/Acres 230igpm(Waterax)/400gwt/20gft (DS)



Buffalo River Dene Nation, SK 2008 Freightliner M2/KME 1250gpm/1000gwt (B) (Brindlee)



Regina, SK 2017 Rosenbauer Commander 1750gpm(W)/500gwt/40gft s/n #14213 (DS)