



# Third Alarm



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September-October 2012



**Presented at the Saturday photo shoot during the 60<sup>th</sup> Annual IFBA Convention, this is the Greater Toronto Airports Authority's new structural pumper. Based at Toronto Pearson south hall, Engine 11 is a 2012 Pierce Velocity PUC with a 1250igpm pump and 800gwt. A matching aerial has also been delivered from Pierce (see inside) and a matching Pierce heavy rescue was delivered in mid-September. (Desmond Brett photo)**

# THIRD ALARM

**Volume 42 Number 5**  
**September-October 2012**

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

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

Over the past several years, I have been fortunate to have built a great relationship with the London Fire Department's Apparatus Shops. This has allowed me to get early information regarding new orders and delivery schedules. As I always seem to show up soon after rigs are delivered, the standard running comment is I can smell the fresh paint. A few days ago I arrived the day after the three new Spartan/Carl Thibault pumpers had been delivered. As I walked into the shops, a couple of the techs started to laugh and said they wondered how long it would be before I showed up. I smiled and replied that the smell of new paint was particularly strong that day.

As I write this, we have but one more photo tour left in this years schedule and of course the Annual show and sale and general meeting in November. Yet another year quickly winding down, I hope to see as many as possible at these next two events.

Rick Loiselle, President, OFBA

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

If you are a regular reader of The Third Alarm, you will no doubt know that my wife and I are avid travellers, and so I try to visit fire stations wherever we go – time and circumstances permitting. This past August was no exception. In fact, it was a bonanza. We were fortunate enough to visit the Baltic countries, where I managed to visit a total of 6 stations in Sweden, Finland, Estonia, Poland and Germany. I have always found European equipment to be most interesting. There seems to be a greater variety of types of units there, and it's amazing as to the amount of equipment they manage to carry in their smaller vehicles. As well as shooting over 20 trucks, I also took photos of some very architecturally interesting stations. One of the most noteworthy was the Central Rescue Station in Helsinki Finland. Among the array of equipment in the eight bays were two aerials – one a small 20m “mini” aerial mounted on what looked like a yard truck. The other was a huge ISU / Bronto Skylift 61m aerial.

Needless to say, the hospitality at every station was warm and inviting and the offer to pull the trucks out for photos was made before I even asked. Language was only a problem in Poland, where none of the individuals spoke English. But we did manage to converse through the use of their computer, which automatically translated my English questions into Polish and vice versa. What an age we live in.

Finally, a reminder about the Fire Service Collectibles Show and Sale on November 3rd, one of the most important events on the OFBA calendar. Once again there will be a draw for some excellent prizes, as noted in the copy of the flyer in this issue. So be sure to send in the attached tickets together with your cheque **as early as possible**. Of course you can also purchase tickets at the door. Hope to see many of you there.

Robert Herscovitch, Membership Secretary

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

A last addendum to our London coverage – the LFD fought one of the largest blazes in years as the Closing Ceremonies unfolded. A 50x100m recycling warehouse with significant exposures burned just a few miles away. A small shift in the wind would have resulted in evacuation of the Olympic Stadium. Forty pumps, two aerials, a fire boat and an HVP were used by more than 200 firefighters. Our international coverage continues with the first few of many excellent shots provided by globe-trotting Robert Herscovitch, one of which is likely the tallest aerial device ever depicted in these pages. More treats come your way via the 60<sup>th</sup> Annual IFBA Convention which featured more than 75 rigs. TorCon 2012 organisers are to be commended for providing an efficient, interesting and well-organised show. As usual, for photos, I would like to thank Neil McCarten, Dave Stewardson, Terry Yip, Doug Holmes, Walt McCall, Ken Buchanan, Rob Simpson and, of course, Robert Herscovitch. Thanks are also due to Ken Buchanan, Jamie Larner, Terry Yip, John Bowerman, Dave Stewardson, Rick Loiselle, Bertrand Campo and Dean Nickerson (fire wiki) for apparatus and station info, and Neil for the roster.

Desmond Brett, Editor, Third Alarm

## **Calendar of Coming Events**

October 13                      Photo Tour - Town of Caledon

November 3                    IFBA Annual Meeting and Fire Collectibles Show & Sale,  
Toronto Fire Academy, 895 Eastern Ave. (Lakeshore Bd. & Leslie St.)

July 10 to 13, 2013 IFBA Convention, Milwaukee, WI

### **OFBA Photo Tour – Caledon Fire and Emergency Services – October 13, 2012**

0900 hrs. – Station 2 – 28 Ann St., BOLTON

0945 hrs. – Station 6 – 17177 Highway 50 – PALGRAVE

1030 hrs. – Station 2377 – Newlove residence – 2377 Concession 2, Adjala

1115 hrs. – Station 8 – 6000 Hwy 9 – MONO MILLS

1200 hrs. – Station 3 – 6085 Old Church Rd., CALEDON EAST

Lunch

1330 hrs. – Station 9 – 3611 Charleston Sideroad, CALEDON VILLAGE

1415 hrs. – Station 1 – 19630 Main St., ALTON

1500 hrs. – Station 5 – 67 Mackenzie St., INGLEWOOD

1545 hrs. – Station 4 – 14190 Creditview Rd., CHELTENHAM

1630 hrs. – Station 7 – 2 Snelcrest Dr., MAYFIELD WEST

### **Directions to Station 2** - 28 Ann St. Bolton

From Toronto or points east and west, exit Highway 401 at Highway 427 North to the end at Zenway Blvd and turn left (west). Go to Highway 50 and turn right following it into Bolton. Turn left at King St West. Ann St. is the first street on the right and Station 2 is on the far right corner of Sterne St. with a municipal parking lot next door.

From the north, exit Highway 400 at King Road and go west to Bolton. King Road becomes King St. East when crossing from King to Caledon. After crossing Hwy 50 (Queen St.) Ann St is the first street on the right.

### **Other Events:**

There is a new history of the **Hamilton** Fire Department, written by HFD member John Verbeek. It covers everything from the department's inception back in 1833 to the present in 581 pages. It sells, in black & white, for CDN \$55 plus tax (and shipping if you can't pick it up) and is available on line at: [www.lulu.com/spotlight/johnverbeek](http://www.lulu.com/spotlight/johnverbeek). There is a full colour edition also available for \$160 plus tax, all proceeds from the book go to the archival and display of historical artifacts at the Central Fire Station Museum. (Thanks to Ken Buchanan for passing this along)

**George German** is putting his magnificent fire toy collection, along with four preserved apparatus, up for auction. The toys, books and other collectibles are being sold off on October 19 between 11:00 and 17:00, the four rigs on October 20 between 09:30 and 17:00. They are as follows: a 1950 Mack L85 75' aerial, a 1958 Ward LaFrance 85' aerial, a 1955 FWD open cab pumper, and a 1960 FWD closed cab pumper. His address is **83 Brant Rd. (Hwy 24), Brantford. (519) 448-1439.**





This Pierce Velocity 75' rearmount runs as Aerial 21 at Pearson, it has a 1250igpm pump and 400gwt.



Also at Pearson is this 2009 Osh Kosh Stryker 4500. Red 4 has a 1625igpm pump, 3750gwt and 540gft. It also carries 500lbs dry chemical. It ruins from Station 1, Red 3 is identical, running from Station 2.



Red 2 is a 2007 Osh Kosh Stryker 3000, with a 1625gpm pump, 2400gwt and 420gft. Red 5, built in 2006, has the same specs, and runs from Station 1, Red 2 is at Station 2. (Desmond Brett photos)





Three new rigs from Simcoe County, first up is Ramara's new 2011 Sutphen Monarch Tower 1, received last fall in Brechin. The 100' midship mount has a 1250igpm pump, 250gwt & 20gft. SNs M271 & HS4960.

(Neil McCarten photo, with thanks to Ramara Chief Ted Conway for setting up the photo shoot)



Bradford-West Gwillimbury is now running this 2011 Pierce Impel heavy squad.



Innisfil recently received this 2011 Spartan Gladiator/Smeal 100' tower. It has a 1500igpm pump, 250gwt & 15gft. SN 3927 is assigned to Station 1 in Alcona. (Dave Stewardson photos)

"The Rolls Royce of Firetrucks" by John J. Dybus, Welland, Ontario

I first became familiar with the Ahrens Fox make in 1965; with a magnificent 1924 Ahrens Fox fire engine owned by Kingston, Ontario Fire Dept. Only four were ever sold in Canada. I marveled at the beauty, its immense size, its powerful 998 cu. in., 6 cylinder motor with dual exhaust valves per cylinder, its rugged construction, its very pleasing to the eye, lines and style. I envied owning one but never thought I would. My 1925 NS4, 1000 gallon per minute, piston pumper, built in Cincinnati, Ohio, was originally purchased by Atlanta, Ga. Fire Dept and was in service until the 1950's. I purchased it in 1986, as a basket case, and spend 7 years, restoring it. They were built extra heavy duty, built to last, built to almost never wear out. They cost 3 times the price of an average firetruck. An Ahrens Fox is considered the Rolls Royce of firetrucks by fire buffs. Since there were no repair manuals ever made, except the owner's guide book, I spend many hours looking at the various parts, trying to figure out how and where they fit together.

Telephone calls and letters to fellow owners in USA assisted me in getting the picture on where the parts went and how they worked. I was able to obtain correct dimensions for pieces that had to be made. Taking a multitude of photographs of other similar Ahrens Fox pumpers, on visits to the USA, was of immense value.

Restoration started with the frame, which is exposed to view, and continued with straightening, welding and using lead on the fenders, the copper gasoline tank, the water tank, hood, etc. The hose body, seat riser, seat shell, toolboxes, hose reel were all sanded, primed and painted. Since all the wood was rotted, new oak was used to make the dash, running boards, rear step, cab floor and hose bed floor. Imported, green battleship linoleum as used as covering over the oak, just as it was originally.

Since the old wheel rims were beyond repair, newer firestone rims were modified for use by machining and welding spacer rings to accept the locking rings on the cast Clark dished wheels. All vertical support rods were beyond repair, so new stainless steel ones were machined, as were the dash edge 1 1/4" wide S.S. molding bars. Other parts had to be made, like special spindle adjustment washers, wheel bolts, tank support straps. Riveting had to be relearned and a rivet jig and tool made, as first attempts, made the rivets flat instead of round headed. All parts that needed replating were sketched, photographed, and sent away to a chrome plating shop. All aluminum components and trim, including the cast aluminum radiator shell were polished to a bright shiny surface appearance, after a lot of hard work and many, many hours. The 24" clutch plate was resurfaced, but the re-assembly process became a little difficult.

As there were no factory specifications, and all the eight clutch springs were adjusted individually, it was a trial and error process to get just the right tension on the clutch springs. Re-assembly of the U joint also proved to be a challenge, as the 2 sliding 5" diameter covers were seized and wouldn't move, and the H dogbone just would not fit into the space provided. Finally the four 1 1/2" swivel blocks and pins went in. The main brake, which operates on a drum attached to the driveshaft, had its 5" wide shoes relined with new brake lining material. Condition of the emergency hand brake, at the rear axle was satisfactory. An electrical wiring diagram was arrived at, and all new wiring was put into aluminum auto conduit or antique woven harness, where feasible, and strapped at regular intervals. A home made 12" diameter by 48" long muffler, along with a fabricated asbestos/ tin heat shield completed the exhaust system.

The 4 piston bronze double acting pump was disassembled, honed, the valve seats were resurfaced. The pump was completely rebuilt, using 8 new 4 1/2" leather cups, 44 new rubber valves (hockey puck type), 44 new brass springs, and a rubber gasket kit set, obtained in Cincinnati, from the late Curt Nepper, former Chief Engineer of AhrensFox Co. He bought out the remaining stock when the company went bankrupt.

After the truck was repainted red, all trim or border areas were sprayed black, just like the original. Many hours went into researching and studying the Gold Leafing, fancy scrollwork, and pinstriping, used on vintage Ahrens Fox fire apparatus. Factory photographs, photographs of owner firetrucks, antique books, and old magazines were used as reference sources. This method would ensure that the finished product would look as close to factory original, as possible. After making cardboard template outlines from sketches, the fancy decorations (leaves) were hand painted on the truck. After obtaining a Certificate of Mechanical Fitness and historical license plates, the Ahrens Fox saw its first antique Apparatus Show (Muster) in Welland, in 1993, celebrating the 75th anniversary of Fire Company # 2. Restoring this unique truck was quite a learning experience; a lot of friends were also made.





This monster, the tallest I've come across, can elevate to an incredible 61m. Stationed at Helsinki, Finland's HQ, this 2011 Bronto product was built on a SISU chassis (a local truck builder).



Also running from HQ is this 2012 Scania chassied Rescue Pump. HE 101 has a 2400L pump and carries 3000L of water. (Robert Herscovitch photos).





**WINDSOR FIRE & RESCUE** OFFICIALLY OPENED ITS NEW FIRE STATION NO. 7 IN EARLY MAY. THE FIRST NEW FIRE STATION THE CITY HAS BUILT IN 28 YEARS, STATION 7 FRONTS ON LAUZON PARKWAY AT McHUGH ST. ON THE CITY'S EAST SIDE. THE \$3.9 MILLION STATION REPLACES THE FORMER STATION 7 WHICH WAS BUILT BY THE TOWN OF RIVERSIDE IN 1955 AND BECAME WINDSOR'S STATION 7 WHEN WINDSOR ANNEXED RIVERSIDE IN 1966. STATION 7 HOUSES TWO PIECES OF APPARATUS – ENGINE 7 AND THE FORMER TRUCK 6, A 95' SUTPHEN AERIAL TOWER. – *WALT McCALL PHOTO.*



This 2012 IHC/Spartan ERV 1250igpm/800gwt pumper went into service in Bracebridge on September 29. Pumper 4 replaces Pumper 2 at Station 2. (Kevin Plested photo)





This 2012 Spartan Gladiator/Smeal pumper with a Hale 2000igpm pump, 1500gft and Chubb-National Foam input, recently went into service with Suncor's Edmonton Refinery.



Millet, AB Pump 3, a 2012 Fort Garry/Ford F550 with 420igpm/300gwt/10gft.



Delivered earlier this year is Amherstberg's new pumper from Fort Garry on a 2012 Spartan Force chassis. The bright red rig has a 1250igpm pump and an 800gwt, SN M280.. (Dave Stewardson photos)





Vancouver Station 15, completely renovated with a newly completed apparatus section (see article opposite) (Terry Yip photo).



Foothills Fire Engine 9, a 2012 Pierce Sabre with a 1050igpm pump, 800gwt, and a 16gft. It also has a Husky 3 foam system. (John Bowerman photo).

## The apparatus floor...

**Halifax** has awarded contracts for five new rigs to Carl Thibault. The first is for a new pumper-tanker for Station 17. Built on an IHC 7600 4-door chassis, it will have a 1250igpm pump and 2500gwt. Four new pumpers are going to Stations 41, 52, 58 and 62 on Spartan Metro Star chassis with 1250igpm pumps and 750gwts.

Arnprior Fire Trucks has announced they were awarded the contract to build pumpers for **Kingston** in September. The first rigs should be finished in early 2013.

The GTMAA Trumpet reports that the **Toronto** Fire Services has issued a request for tender for 12 new pumpers on Spartan Metro Star chassis and that Station 346, located at the Canadian National Exhibition grounds, is being renovated so as to become a full time hall, with a single pump for now, to help cover the extensive condo development west of downtown.

John Bowerman reports that the Municipal District of **Foothills**, south of Calgary has opened a new Station 12 in the high-end Heritage Pointe neighbourhood. The recently delivered Engine 9 runs from there and also covers the busy Deerfoot Trail S. (Hwy 2). John also reports that new pumpers have been tendered by the following Alberta departments: MD of **Greenview** (2), **Strathcona County**, **Parkland County** and **Wood Buffalo**. Tankers are required by **Okotoks** and **Parkland County**, and rescues by **Morinville**, **Banff** and **Strathcona County**. **Peace River** are taking bids for a rapid response vehicle and a small command unit, **Jasper** is also going for a command unit, **Strathcona County** for a combined heavy rescue/haz-mat and. **Smoky River** has ordered a new tanker from DEV, **Edson**, **Lethbridge** and **Wood Buffalo** have ordered new pumps, **Clearwater County** ordered a mini rapid response vehicle, the MD of **Greenview** is buying a pumper/tanker.

**London's** three new Spartan/Carl Thibault rescue pumpers were delivered Thursday September 13. Two of them are 1250/500, the third rig, a 1250/700, is going to Engine 10. Current Engine 10 is going to Engine 7 and Engine 7 is going to Engine 2. Their current rig, 1999 ALF/General, will become a spare. The first of the other two is going to Eng 14 and the current Eng 14 is going to Eng 4. Eng 4, a 1999 ALF/General, has already been pulled from service and will also become a spare. The final rig will be Eng 1, their first new rig since the late 1980's, with the old Eng 1 becoming a spare. When these new rigs enter service, the E-One nameplate that dominated for many years has been virtually wiped out. Only Eng 13, a E-One/ Superior 75' quint is left and it is to be replaced next year. (Info from Rick Loiselle)

**Edmonton** Fire opened a new station in the Ellerslie Industrial area at 1203 Ellwood Rd. SW. It houses Pump 27, a 2011 Spartan Gladiator/Smeal 1500igpm pumper with a 500gwt and twin 30gfts, delivered last year. **Winnipeg** opened two new stations this year, Station 12 at 1780 Taylor Ave. in Beaverbrook Heights and Station 18, 5000 Roblin Bd. in Charleswood. Each hall houses an engine and medic. **Markham** added their ninth hall earlier this year at 3255 Burr Oak Dr. near Markham-Stouffville Hospital. Housing a newly acquired pumper, Station 99 has two bays. Pumper 991 is a 2011 Spartan Gladiator/Smeal 1750igpm. The department also recently received a quint from Smeal, also on a Spartan chassis. Aerial 956 is a 105' rearmount. P991 attended the OAFCA convention in early May, A956 went to Fire Rescue International in Denver at the beginning of August.

And from Ken Buchanan; **Hamilton** has let out tenders for an Urban Interface Brush Truck. It will be an IHC 4X4 with 1050 pump and 600 gallon tank, bumper mount turret and ground sweep nozzles similar to the rig in Elora. At this point the rig's assignment is not confirmed although I have heard it may go to Stn 23 in Dundas.

**Hamilton** has also put out tenders for the re-build of Stn 11 on Ray St. This station was built in 1959, it has had several modifications since then. Tenders call for the expansion of the apparatus floor and the addition of a second floor. Stn 11 houses Engine 11 and at one time housed an Emergency Car, a Pumper and an Aerial. The re-build will give more space to this cramped station. It will remain open during renovations.





One of Burlington's new rescues, R372 runs from Station 7. It is a Spartan Metro Star/DEV heavy rescue .  
(Doug Holmes photo)



Ajax Pump 7, a 2010 Spartan Metro Star/SVI with a 1500igpm pump, 500gwt and a pair of 50gfts.  
(Neil McCarten photo)

## Apparatus Roundup

### ONTARIO

GTAA R22	2012	Pierce Velocity heavy rescue SN#25289
Johnson Township	2012	IHC 4400/Fort Garry Fire Trucks 1050/1000/25 s/n M350
Norfolk Tkr 5	2012	Freightliner M2 3 axle/Eastway 420igpm/2000gwt
Brampton P201	2012	Spartan Metro Star/DEV 1250igpm/500gwt Foam Pro 2002 FS
Brampton P210	2012	Spartan Metro Star/DEV 1250igpm/500gwt Foam Pro 2002 FS
Richmond Hill 861	2012	Spartan Metro Star/DEV 1600igpm/500gwt Foam Pro 2002 FS
Petrolia R12	2012	Freightliner M2/DEV Med. Rescue/Command
Bracebridge P4	2012	IHC/Spartan ERV 1250igpm/800gwt
OPG Darlington	2012	IHC/KME 1250igpm
Gananoque	2012	Spartan Force/Crimson/DEV 1500igpm/1000gwt
Alnwich-Haldimand	2012	International 7400/Crimson/DEV 500gpm/2000gwt Vacuum Tanker
Orangeville R10	2012	Spartan Metro Star/DEV heavy rescue/command
Woolwich P1	2012	Spartan Metro Star/DEV 1250igpm/2000gwt Foam Logix 2.1(A) FS
Central Manitoulin	2012	IHC 4400/Fort Garry Fire Trucks 1050/800 s/n M379

### OUT WEST

Wrigley, NT	2012	Ford F550/Fort Garry 840igpm/300gwt/10gft Foam Pro 1600
Houston, BC	2012	Freightliner M2/Rosenbauer 425igpm/1500gwt
Celista	2011	Ford F550/Fort Garry 840igpm/300gwt/10gft Foam Pro 1600
Nanaimo	2012	Pierce Velocity PUC 1750igpm/420gwt/25gft Husky 12 FS SN#25574
Sparwood, Tdr 1	2011	Freightliner M2 112 4x4/Rosenbauer 425igpm, 1800gwt
Sparwood, L1	2012	Spartan Metro Star/Smeal 1750igpm/300gwt/75'
Abbotsford E8	2012	Spartan Metro Star/Hub 1750igpm/400gwt Foam Pro 2002 FS
Langley Twp. E8	2011	Pierce Arrow XT PUC 1500gpm/750gwt/2x30gft
Buffalo	2012	Freightliner M2 106/Rosenbauer 420igpm, 1680gwt
Fernie	2012	Freightliner M2/Rosenbauer pump
Millet, AB	2012	Ford F550/Fort Garry 420igpm/300gwt/10gft
Sundre E520	2012	Pierce Saber PUC 4x4 1250igpm/820gwt/25gft Husky 3 FS
Brazeau County	2012	IHC 7600 /Fort Garry 625/3000/25 s/n #M369
Trochu	2012	Freightliner M2 112 4x4/Rosenbauer 1250igpm/3000gwt/30gft
MD of Foothills E9	2012	Pierce Saber 1050igpm/800gwt/16gft Husky 3 FS
LaCrete	2012	Freightliner 114SD/DEV 840igpm/1500gwt Foam Pro 1600 FS
Lacombe	2012	Freightliner M2 106/Rosenbauer heavy rescue
Saprae Creek	2012	Freightliner M2/Fort Garry 1050igpm/900gwt/25gft SN 317
Okotoks	2012	Pierce Impel PUC pumper 1500igpm/600gwt/20gft Husky 3 FS
Killam E1	2012	Freightliner M2/Fort Garry 1050igpm/1000gwt/25gft Advantus 3 FS
Estevan, SK A1-9	2012	Spartan Gladiator/Rosenbauer T-Rex 115' tower
Dauphin, MB	2006	Freightliner Columbia/Heloc PP/2500 GWT

### QUEBEC

Ste.-Elie de Caxton 215	2012	Freightliner M2/Maxi Metal 1250igpm/800gwt/25gft Foam Pro 2002/CAFS
Levis (4)	2012	Spartan Gladiator/Maxi Metal 1250igpm/800gwt/25gft Foam Pro 2002/CAFS
Bonaventure ESU 972	2012	IHC Terrastar/Maxi Metal support unit
Alcoa Aluminum	2012	Ford F550/Maxi Metal light rescue
Quebec City Stn. 1	2012	Pierce 100' tiller aerial

### MARITIMES

Grand Bay/Westfield E1	2012	Spartan Metro Star/Carl Thibault 1050igpm/800gwt
Maitland, NS R531	2012	Ford F550/Knapheide/Leblanc light rescue
Kennebecasis Valley	2011	Spartan Metrostar/DEV/Crimson pumper 1250igpm, 800gwt
Halifax R43	2012	Ford F450/Reading light rescue
Halifax R56	2012	Ford F450/Reading light rescue
Halifax U40	2012	Ford F350 utility truck
Halifax U55	2012	Ford F350 utility truck
Halifax Tac 4	2012	IHC 4300/Dynamic Truck Bodies
Wallace	2012	Ford F250 utility unit
Harbour Grace, NL P5	2012	Spartan Force/Spartan ERV pumper 1250igpm/840gwt/25gft

### WESTERN NEW YORK

Cortland, NY	2012	Spartan Metro Star/ Rosenbauer FX 2000gpm/1000gwt/30gft
Rochester	2012	Spartan Metro Star EMFD/ Rosenbauer heavy CBRNE vehicle
Rochester	2012	Spartan Metro Star EMFD/ Rosenbauer pumpers
Adams Fire Co.	2012	Sutphen Monarch 1750igpm/500gwt





Mission, BC E1, a 2012 Spartan Metro Star/Hub pumper equipped with a 1500igpm pump, 500gwt and Foam Pro 2001 foam system. The black over red rig was delivered this summer. (Terry Yip photo)



Above, Belleville's Ladder 716 is a 2011 Spartan Gladiator/DEV/Crimson tower, 1750/300/100'. (Terry Yip photo) Below, P711, a 2012 Spartan/Eastway 1250igpm with 500gwt & 30gft, both run from Station 1. (Neil McCarten photo)







Delivered after an appearance at the OAFS show is the latest addition to the Garden City's roster. Rescue 1 runs from Headquarters. It is a 2011 Spartan Metro Star/Eastway product, done up in St. Kitts dark red.



Running as a spare in St. Catharines is this 2008 Sutphen SL75 quint. It has a 1500igpm pump, 500gwt and 20gft along with a 75' midship aerial. (Bob Rupert photos).



Station 1 10 Municipal Dr., Nobel

Pump 1	1993	Freightliner FL80/Superior 1050igpm, 800gwt
Rescue 1	1999	Freightliner FL60/Superior
Tanker 1	2008	Freightliner M2/Plastisol/Dependable 600igpm, 3000gwt
Pump 2 spare	1984	Ford F800/King Seagrave 840igpm, 400gwt
Squad 4	2007	Chevrolet 1500 Quad cab 4x4 chief's vehicle
Squad 5	2009	Chevrolet 1500 2 door 4x4 utility vehicle
Marine 1	1998	20' Crestliner Outboard
ATVRU	2006	John Deere Buck EX 4X4 with utility trailer

Station 2 2 Peninsula Shores Rd. @ Highway 124, Waubamuk

Pump 2	2011	IHC 4400/Pierce 1050igpm/1000gwt
Tanker 2	2001	Freightliner FL80/Superior 1050igpm, 1200gwt
Rescue 2	2003	Ford F450 4x4/Dependable light rescue 10' body
SRU	1995	Ski-doo Skandic with rescue sled

The MFD has 37 members, all vehicles are white/red except P2 spare (yellow) and the squads (red).



Above: McDougall Pump 1, a 1993 Freightliner FL80/Superior 1050igpm/800gwt. Below: McDougall Tanker 1, a 2008 Freightliner M2/Plastisol/Dependable 600igpm/3000gwt. (Photos by Brian Leduc)







A couple from the left coast: Pitt Meadows BC Engine 1-1 is a 2011 Pierce Arrow XT 1250/650/30. Now in service as Sooke FRS Engine 204 is a 2006 E-One Typhoon 1250/500 with CAFS, formerly with Maricopa FD.



This 2009 Sutphen Shield 1250igpm/800gwt/20gft pumper runs from Sudbury's Azilda Station. (Terry Yip photos)



Station 1 21 Church St., @ Highway 124, Dunchurch

Pumper 1	2003	IHC 4900/Superior 1050igpm, 1000gwt
Rescue 1	2006	Ford F550/Summit 250igwt/CAFS
Tanker 2	2005	IHC 4400/Superior PP, 1400gwt
Truck 10	2003	Ford 4x4 2 door pickup



Above: Pumper 1, below Rescue 1



Below: Tanker 2 (All photos Neil McCarten)







This grey over red pumper belongs to Erickson, MB. Delivered in the summer, it is the first rig produced under the Acres badge (formerly Green Acres). Built on a 2012 IHC 7500 chassis, it has a 1050igpm pump, 840gwt and a 25gft along with a CAFS. (Both photos and info from Dave Stewardson)



Another new Manitoba truck, this pumper went to Springfield, and is assigned to Engine 2. It's 2012 International 7400/Green Acres 1050/1000/30, with a fully enclosed, top mount pump panel.





This IHC 4400/Hub 1050igpm/800gwt/25gft is new to Shell-Glen, BC. Running as Engine 11, is it equipped with a Foam Pro 2001 foam system and fully enclosed top-mount pump panel. (Terry Yip photo)



Displayed at the OAFB back in May, this is South Frontenac's 2011 Kenworth T370 chassised pumper-tanker from Arnprior. It is assigned to Station 8 in Sunbury. (Larry Thorne photo)





McDougall Rescue 2, a 2003 Ford F450 4x4/Dependable light rescue.



McDougall Tanker 2, a 2001 Freightliner FL80/Superior 1050igpm, 1200gwt



McDougall Fire Station 1, Nobel.  
(Neil McCarten photos)





A couple more from the north, this is Thunder Bay Pumper 6, a 2011 Spartan Metro Star Fort Garry number with a 1250igpm pump, 800gwt and 30gft.



Dryden Pump 31 is a 1996 Volvo FE42, business end built by Superior. It has a 1050igpm pump, 800gwt and 35gft. (Terry Yip photos)





From this year's SPAAMFAA Muster at Frankenmuth, MI is this 1968 American LaFrance 100' midship aerial, formerly of Flint, MI.



Another beautifully preserved rig, a 1924 American LaFrance Type 12 pumper with a 1000gpm pump and 60gwt. It was in service with Elmira, NY. Both rigs are privately owned. (Herb Galloway photos)





This MAN chassis heavy rescue belongs to Tallinn, Estonia. The 2007 vehicle with body by EMPL, has a 3000L water tank, 200L foam tank and carries 50L of firefighting chemicals. EMPL is an Austrian custom apparatus builder known for all-terrain vehicles and specialty rigs. Below is a rescue pumper from Gdynia, Poland. This was built on a 2009 Scania P340 chassis by ISS (another major manufacturer), and has a 3200LPM pump, 5000LWT and carries 500L of foam. (Robert Herscovitch photos)

