



Third Alarm



A Publication of the OFBA

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September - October 2015



Ottawa's new hazmat/command vehicle is a 2015 Spartan Gladiator/EVI/Dependable product, shown at the factory. Planned since 2009, it is equipped with a 30 kw hydraulic generator, 42 foot camera tower with 36x optical zoom and full thermal imaging and night vision, a 20 foot light tower with six 1500 watt quartz lights (210,000 lumens), a slide out for the PPE donning station, roof mount absorbent hopper, internal instrument docking and calibration station, full satellite system with dish and 4G network, security cameras on all four sides, keypad locking compartments, full research station in the rear crewcab that is rolling research capable, 200 foot electrical reel and an air tool reel in the front bumper, another electrical reel in the rear compartment, a 21 foot automatic retracting/deploying canopy, 42 inch smart board on the exterior work station, built in weather station and a remote weather station, two search cam reels preconnected on 300 foot reels, with wireless capability, and multiple screens with a fully operational office/research set up, among other things. (Info and photo: Ken Walton)

Last reminder: OFBA Annual Flea Market and Meeting, Saturday, November 7.

THIRD ALARM

Volume 45 Number 5
September-October 2015

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

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President's Message...

As the 2015 buffing season draws to a close it is time to get ready for our Annual Fire Services Collectibles Show and Sale and Annual Meeting which will be held, once again, at the Toronto Fire Academy, Eastern Ave. at Knox Ave. on Saturday, November 7. We have four good prizes to be raffled off at the meeting so please consider purchasing some tickets. Proceeds from the raffle helps to defray some of the costs of the meeting and keeps your annual dues at a reasonable price. If you cannot make it to the meeting but want to get in on the raffles you can purchase tickets and specify which raffle you want to get in on by contacting the membership secretary.

It is also an election year and with only six nominations submitted so far, we are hoping that additional nominations will be made from the members present at the meeting. The constitution calls for an eight member Board of Directors so **your club needs you** to step forward and help to keep it functioning. New this year will be a joint IFBA Region 10 meeting in conjunction with members of GTMAA, Club Appel - 99 Quebec, Pompiers Auxiliares de Montreal and Box 43 as part of the Annual Meeting.

The 2015 buffing season saw members visiting departments from the shores of Lake Huron to those of Lakes Simcoe, Erie and the Bay of Quinte. Many thanks to members Larry Ward, Ken Jansen, Greg Scott and John Dybus for organizing four of this year's six excursions. Although the weather was not the best at some of them, members and guests who attended still had a good time. Plans are already underway for some interesting tours next year from the shores of Georgian Bay to the shores of Lake Erie and, hopefully, a two day tour in Monroe County, New York. Stay safe and hope to see you in November.

Bob Rupert, President.

From our Membership Secretary...

By the time you read this column, another successful season of photo tours will have been completed. Our thanks go to all those who were involved in organizing this year's tours and to all who attended. It appears that they were all well attended and, for the most part, the weather cooperated.

Just a last minute reminder about the Fire Service Collectibles Show and Sale on November 7th, one of the most important events on the OFBA calendar. Flyers with all the details were enclosed with an earlier Third Alarm, and additional copies will be sent to various fire departments and groups in the next week or so. I have recently spoken to several collectors who are interested in divesting themselves of their treasures and are planning to be in attendance. There will be plenty of tables available, at no charge, for those of you who have items to sell.

Also, note that the 2016 dues cards will be sent out with the November / December issue of the Third Alarm. As in previous years, a great many of you choose to pay your dues at the Show and this is very much appreciated. The annual meeting will follow in the afternoon and we hope to see many of you there. Once again there will be a draw, this year for four excellent prizes.

Robert Herscovitch, Membership Secretary

From the Editor...

The penultimate issue for this year features a major report on the two big summer musters in South West Ontario thanks to Walt McCall and coverage of the Belleville-Quinte West Tour thanks to Bob Rupert. Further coverage of eastern Ontario rigs continues with more from Ottawa and a move to the north-east in Haliburton County which preludes a switch in focus to Northern Ontario in the next issue. There's more stuff from the east in our bonus section, a couple more from Haliburton and stuff from the U.S. as well. Thanks to Ken Walton for the Ottawa news and Gary Dinkel for Highlands East.

Apparatus and station info came from Shane Mackichan, Robert Herscovitch, Gary Dinkel, Ken Walton, Ken Buchanan, Dave Stewardson and Doug Holmes. Thanks also to Dave Stewardson, Ken Walton, Bob Rupert, Robert Herscovitch, John Bowerman, Gord MacBride, Walt McCall, Gary Dinkel, Craig Slack, Rick Loiselle, Bob Dubbert, Ken Jansen and Neil McCarten for photos. A late credit: Rob Simpson provided the photo of Vaughan Station 710 on P.19, last issue, and it was Terry Yip that shot the two Turkish rigs, Robert's pic from that country is in this issue.

Desmond Brett, Editor, Third Alarm

Minutes – Ontario Fire Buffs Associates Annual General Meeting, November 1, 2014.

The Annual General Meeting of the Ontario Fire Buffs Associates was held on Saturday November 1st, 2014 at the Toronto Fire Services Training Academy and was called to order by President Bob Rupert at 13:10 PM. A moment of silence was called by the President in memory of members Charlie Croft, Neil McCarten and Doug Andrew who passed away since our last meeting and for the 2 members of Canada's Military killed in the past 2 weeks.

Seven of the eight executive members attended: President – Bob Rupert, Vice-President – Dave Mollison, Secretary – Larry Ward, Treasurer – Jim Stronach, Membership Secretary – Robert Herscovitch, Editor – Desmond Brett and Director – Walt McCall. Regrets were sent by Director Mike Gough. 16 members were also in attendance: Ken Jansen – Cobourg, Bob Anderson – Cobourg, Gord Kirkpatrick – Oshawa, Rick Loiselle – London, Andy Greenlees – London, Larry Thorne – Toronto, Stuart Healy – Pickering, Gary Wignall - Toronto with his guests: Carolyn Wignall and Diesel of Toronto, Michael Pastor – Toronto, Ian Duke – Toronto, Richard Middleton – Welland, Bill Middleton – St. Catharines, Gord MacBride – Markham, Tom Shepherd – Barrie, Herb Gallaway – Sarnia, Rick Fountain – Kimball, MI, USA. Also attending was guest Steve Garnett, President, Montreal Auxiliary Firemen.

Minutes of November 2nd – 2013 were approved on a motion by Rick Loiselle, seconded by Gord McBride.

Financial Report by Jim Stronach – OFBA Account Balance stands at \$4,537.75. Expenses related to normal membership \$500.00. Motion to accept the Treasurer's report was made by Larry Thorne and seconded by Gary Wignall. Carried.

Membership

Membership Secretary Robert Herscovitch reported that the Club presently has 118 members: 110 are in Canada, 6 are in the U.S.A. and 2 in Britain. The Club gained 4 new members in the past year but lost 6 including 4 who have not paid their dues and 2 whom have passed away: Neil McCarten (March – 2014) and Charles Croft (December – 2013). 3 new members signed up at the Show today. Robert also provided figures on distribution of the Third Alarm; Distribution of the T/A to its members sees 82 hard copies mailed out and 63 go out electronically. Included in these numbers are 27 members who receive both versions. We also send out 11 complimentary copies to other fire related clubs, associations, fire departments and museums and 6 copies to subscribers.

Correspondence - There was no new correspondence received by the secretary.

Special Events – The President expressed his sincere thanks on behalf of the membership to Ken Buchanan for a job well done in organizing the photo tours in 2014. All of the tours were well organized and the weather cooperated.

For 2015, 5 tours are tentatively planned but we need a sixth one, hopefully someone comes forward.

Proposed tours in 2015 are: May - Oro-Medonte and Orillia; Georgina / Brock Township / Ramara Twp; July - Bruce & Grey Counties; St. Catharines/ Thorold; and Quinte West / Belleville.

Third Alarm - Editor reports Third Alarm getting lots of articles from members. Electronic edition has 10 more pages.

High Pressure 2 - Report from Dave Mollison that the truck still waiting for parts and it is in secure storage provided by the TFS. It may still have a master cylinder issue which he will bring to the attention of Rob Anselmi. We hope to have the truck back on the road next Spring.

Old Business – None to report.

I.F.B.A. Report - Region 10 VP Ian Duke – I.F.B.A. putting out new web page – the 2015 Convention will be in Hartford, CT and the 2016 Convention in Baltimore may be in cooperation with SPAAMFAA .

New Business – The President nominated Ian Duke for the position of I.F.B.A. Region 10 VP for the years 2015-2016. The elections are held at the annual IFBA conventions. Ian also spoke about the OFBA self-nominating for the annual IFBA Website Award and the fact that we have never submitted an article to the IFBA's Turnout magazine. Report from Rick Loiselle that long term member Fred Gaines is not doing well due to health issues.

Meeting adjourned at 1345 hrs. on a motion by Gord MacBride, then the draws were held with the following results: Stuart Healy won the 1927 Model Fire Truck donated by Larry Ward. Tom Shepherd won the Soda Acid Extinguisher & 2 Books, donated by Larry Ward, Bob Rupert and Robert Herscovitch. Rob Simpson won the Water Tank Extinguisher & two books, donated by Larry Ward, Des Brett and Robert Herscovitch.

We hope a good time was had by all.

Larry Ward, Secretary, November 3, 2014



Eight OFBA members enjoying the tour in Eastern Ontario. (Bob Rupert photos)



Belleville Pump 721, a Pierce Dash CF1331igpm pump, 537gwt, 5gft. Job#27047



Quinte West Pump 132, a 2003 Kenworth T300/Pierce, 1750igpm pump, 800gwt. S #16327

Belleville & Quinte West - August, 2015 by Bob Rupert

Belleville Fire & Emergency Services

<u>Station 1 - 60 Bettes St.</u>	<u>All units imperial gallons</u>
Pump 711 - 2012 Spartan Gladiator Evolution/ Eastway	1250/500/30B S#
Pump 712 - 2005 Rosenbauer Commander AT	1250/550/50F S#1327005
Rescue 715 - 2010 Spartan Metro Star MFD / Eastway	
Ladder 716 - 2012 Spartan Gladiator MFD / Crimson / Dependable 100' Tower 2000/300 J#2110097-01	
Water Rescue 1 - 2012 19' steel whaler with 60hp Bigfoot outboard	

Station 2 - 72 Moira St. West

Pump 721 - 2014 Pierce Dash CF	1331/537/5F	Job#27047
Ladder 726 - 2001 ALF Eagle 134/LTI 75'	1650/300	S#0001474
Truck 718 - 2008 Chevrolet command unit (ex ambulance)		
Truck 719 - 1994 GMC 2500 4x4 grass fire/utility		

Station 3 - 658 Point Anne Rd.

Pump 631 - 2007 Freightliner M2 / Rosenbauer	1250/1700/50F	S#
Tanker 633 - 2010 Freightliner M2 / Rosenbauer	1050/1250/50F	S#
Rescue 635 - 1997 Ford E375 / Almonte		
Water Rescue 3 - 2001 Seadoo (with trailer)		

Station 4 - 516 Harmony Rd.

Pump 641 - 2007 Freightliner M2 / Rosenbauer	1250/1700/50F	S#104008
Tanker 643 - 1996 Freightliner FL80 / Hub	420/1500	
Pumper/Tanker 644 - 2013 Freightliner M2 / Rosenbauer	1050/1250/50F	
Rescue 645 - 2002 Ford F550/Carl Thibault		
Car 659 - 2003 Chevrolet Colorado Pickup		
Four Wheeler 647		
Water Rescue 4 - 2001 Seadoo (with trailer)		
Mobile Air Unit - 2002 Jordair Mobile Air Unit (trailer)		

Quinte West Fire Rescue

Station 1 - 165 Front St.

Pumper 131 - 2011 Kenworth / Pierce	1050/650	S#24247
Pumper 132 - 2003 Kenworth T300 / Pierce	1750/800	S #16327
Ladder 171 - 1999 Pierce Dash 85' tower	1250/250	S#10165
Unit 114 - 2000 Ford F350 Super Duty Utility		
Marine 181		
Marine 182		

Station 2 - 34 Cameron Ave.

Pumper 231 - 2007 Kenworth / Pierce	1050/835	Job#9405478
Tanker 241 - 2014 Peterbilt / Pierce	840/1828	S#26209
Rescue 251 - 2005 International / 1982 Pierce body (ex - Salunga Fire Company)		
Unit 232 - 2003 Dodge Ram / light rescue / utility (box is ex CN Rail work truck)		

Station 3 - 58 Aikens Rd.

Pumper 331 - 2009 Freightliner M2 106 / Rosenbauer	1050/870	
Rescue 351 - 2005 Chevrolet / Unicell / Shop built		
Tanker 341 - 2004 International 4400 / Pierce	840/1250	Job#5055715
Truck 332 - 2015 Chevrolet Silverado Crew Cab Pickup		

Station 4 - 794 Vermilyea Rd.**Pumper 431** - 1995 Freightliner FL80 / Superior

1050/800/30F

S#SE 1475

Tanker 441 - 2006 Kenworth /Pierce

840/1500

Job#7507TR

Tanker 442 - 2006 International / Pierce / Thibault

840/1515

Job#735472

Rescue 451 - 2013 Ford F550 / Rosenbauer**Station 5 - 57 Plant St., Batawa****Pumper 531** - 2006 International 4400 / Pierce

1050/700

Job#6554579

Tanker 541 - 2006 Kenworth T300 / Pierce

420/1600

Job#5542164

Tanker 542 - 2002 Freightliner FL70 / Pierce

PP/1700

Rescue 551 - 1997 GMC / Unicell / Shop built**Truck 561** - 2010 Chevrolet Silverado Crew Cab pickup**Parade** - 1942 International KB7 / Bickle**Station 6 - 1074 County Rd. 5****Pumper 631** - 2002 Freightliner FL80 / ALF / Hub

1050/1000

S#2829-799

Pumper 632 - 2004 Ford F250 Super Duty Brush truck

150/200

Tanker 641 - 2005 Freightliner M2 / S&S

420/1800

S#5385

Tanker 642 - 2003 Freightliner FL 80 /Advance Engineering

420/3000

Rescue 651 - 1998 GMC / Les Fourgons Transit Inc.**Station 7 - 18 Scott Ave., Frankford****Pumper 731** - 1995 Ford F700G / Superior

840/800

S# SE 1534

Pumper 733 - 2000 Dodge Ram 3500 4x4 / Wilcox

PP/100

Pumper/Tanker 741 - 2015 Freightliner M2 106 / Pierce

840/1800

S#27959TR-01

Rescue 751 - 2007 Chevrolet / Unicell / Shop built**Rescue 781** - 2000 Ford E350 / Unicell (dive rescue)

Belleville Tanker 633 is a 2010 Freightliner M2 / Rosenbauer product with a 1050igpm pump, 1250gwt and 50gft.



A pair of these 2015 Freightliner 114SD roll-off rigs are now at work in Calgary. PT-02 is shown here carrying the Haz Mat Response Team pod



North West Redwater, AB recently put this 2015 Pierce Velocity pumper in service. It has a Waterous 1500gpm pump and 750gwt. It also has a Husky 12 foam system and 25gft. (John Bowerman photos))



Shoal Lake, MB (Save Stewardson)

The apparatus floor...

Shane MacKichan reports that **Surrey's** three tenders went to Station 5 and Station 14 (T.14 & T.13-2). They have three engines on order for 2, 10 and 13 which will see the ALFs at 11, 12, and 15 go to the spare pool. Also is B.C., Coquitlam has ordered four black over red pumpers from Pierce and North Vancouver District has two Arrow XT pumps in the works. One of these, for Engine 4 in Deep Cove, will be on a short wheelbase. Shane also tells us Pierce is building Velocity pumpers for Airdrie, High River and Stettler, all replacing Superior products, also rigs for High Level and Whitecourt.

Dependable is building two dedicated training pumpers for **Toronto** on Spartan chassis. **Perth East** is expecting delivery of a 78' Rosenbauer Viper quint in the near future. It will be assigned to Aerial 1.

Innisfil closed the old Station 2 in Lefroy and opened their new combined station and headquarters on August 26. The 1-story brick station has three bays and 11,200 sq ft of space, it's located at Side Rd. 20 and Belle Aire Beach Rd. A new Rescue 2 on a Freightliner M2 chassis was just delivered. Work continues on the new hall in Cookstown, slated to open in the fall. It is also one story and has two bays. **Beaver Creek**, Yukon Terr. recently opened a new three bay hall. The one-story facility has space for EMS, training and meeting rooms.

From Ken Walton: The final inspection on the new hazmat truck for **Ottawa** was completed, with delivery of the truck expected before the end of September. The 2015 Spartan Gladiator/EVI rig has been assigned shop number 71-15424. It is anticipated to have all training completed and be in service as Hazmat 24 sometime in November. Brush trucks and a brush tanker should be going to tender shortly.

Tenders were opened for the four tankers, although a decision has not yet been made. The tender calls for a custom cab, a 1050 pump and 2500 gallons of water. These will be significantly different from the 11 Spartan Gladiator/Carl Thibault 1250/2500, in that they are designed to run as tankers, not as a pumper. There is an option for up to an additional four.

The first six of the 12 KME Severe Service 1250/600/20 pumpers have been placed into service. The remaining six should be in service shortly. One major difference between these 12 and the 12 from 2013, is having a Waterous pump instead of Hale. This will be the new standard for Ottawa. Minor differences include two scene lights on the body instead of one, and four inches extra width has been provided inside the cab for the officer seat.

The station relocation study has been approved by council. A new station will be built in the Orleans area to service the rapidly growing district. The truck and crew from existing station 55 will be utilized to staff this new station, as 55 is slated to close as a fire station. This was former Gloucester Station 1 on Blair Rd. Station 36, which is home to Pump 36 and the Training Centre, will be closed as an operational fire station, and the pump and crew moved to a new station to be constructed on Cyrville Road, between Station 36 and Station 55. The Training Centre will stay and use the entire station on Industrial, formerly Ottawa Station 4. In the west end, due to massive growth, Station 45 will be relocating to a new station towards the Canadian Tire Centre, home of the Ottawa Senators. Currently 45 runs a two man crew and a volunteer contingent. Manning will be increased to four and a full size pumper will be assigned, as well as maintaining the volunteers. These new station changes will take place over the next several years.

Burlington is expecting a new command/rehab/haz mat vehicle this year and are expecting to replace Pump 3 and add anew aerial, numbered 361. **Niagara on the Lake** is buying a new S.U.V. for the deputy chief, and are drawing up specs for a new Pumper 2. When it's delivered, old Pumper 2 will become a spare and the current spare will be sold. **Six Nations** is putting up a new, two-story hall. They are also looking to buy a new tanker and a replacement for Car 1. In Hamilton, with the new Ladder 9 going into service, their old rig will become Ladder 18 and 18's truck will go to training resulting in Ladder 90, the lat yellow apparatus left in Hamilton, being sold. (Doug Holmes)

Gary Dinkel tells us **Oakville** has purchased a 2015 Pierce Enforcer Ascendant that was making the rounds as a demonstrator in southern Ontario in August. It has a 1250gpm pump and 417 gwt and the 107' aerial can be raised and placed to the side in less than 30 seconds. It also carries 1000' of 4" hose, price tag with the high U.S. dollar is around \$1 million CDN.



Headingly, MB 2015 Ford F550/Rosenbauer mini, 420igpm pump, 250gwt, 25gft (s/n 3796)



Innisfil, ON Rescue 2, a 2015 Freightliner M2-106/Dependable rig, has a 1500gpm Hale pump and a 1500gwt. (Photo credit: Dependable Emergency Vehicles)



Ottawa Pump 23, one of 12 such rigs delivered this year, is a 2015 KME Predator Severe Service 1250igpm Waterous pump, 600gwt and 20gft. (Ken Walton photo)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Ottawa	HazMat 24	2015	Spartan Gladiator/EVI/Dependable command/haz mat vehicle
West Nipissing		2015	HME Scorpion/Spectre dual steer 1500gpm/500gwt/RK 104' tower
Mulmur-Melancthon		2015	IHC/Alumi-Bunk rescue
Malahide	P.4	2015	Freightliner M2/Pierce 1250igpm/1000gwt Pumper/Tanker
Six Nations		1994	Spartan/Superior 1050igpm(W)/400gwt/50' Telesqurt from Darch Fire (ex-Leamington)
Chatham-Kent (2)		2015	IHC/Dependable heavy rescue
Kaladar-Barrie		2015	E-One WaterMaster Vacuum Tanker 3000gwt
Hamilton	L.9	2015	KME 2000gpm/500gwt/103'
Brant Cnty.	U.11	2015	Spartan Metro Star X/Dependable 1500gpm(H)/815gwt/35gft(A)
Brant Cnty.	U.84	2015	Kenworth/Dependable 750gpm/3000gwt
Oliver Paipoonge 21		2003	HME/Fort Garry 1250igpm/800gwt/40gft Eastway rehab/new tank (ex-Ottawa) s/n M6937
St. Thomas	R.8	2015	Freightliner M2/E-One 1500gpm/2000gwt Pumper/Tanker
Blandford-Blenheim		2015	Freightliner M2/Metalfab 1050igpm/1000gwt
Innisfil	R.2	2015	Freightliner M2-106/Dependable 1500gpm/1500gwt

OUT WEST

Dawson City, YT		2014	Spartan Metro Star X/Fort Garry 1050igpm(H)/800gwt FRC Turbo Foam FS M597
N. Cedar, BC		1992	Pierce/Superior 1050igpm/450gwt/50' Telesqurt ex-Grand Forks, BC
Grand Forks L.4		2015	Rosenbauer Commander Cobra 1500gpm/500gwt/30gft/101' aerial FoamPro 2002
Langley Twp. E.6		2015	Spartan Gladiator/Smeal 2250gpm(H)/750gwt FoamPro 2002 FS SO 4381
Cowichan Valley		2015	Dodge Ram 3500HD 4x4
Surrey (3)		2015	Spartan Metro Star/Smeal 2250gpm(W)/500gwt FoamPro 2002 FS SO 4372,73,74
Langford Brush 1		2015	Ford F550 4x4/Fouts Bros.
Nanoose Bay R.12		2015	Dodge Ram 3500HD 4x4/Express Custom/2004 ProFire remount, medium rescue
Pass Creek		2015	Freightliner M2-108SD/ Rosenbauer 425igpm/1500gwt s/n 16592
N. Oyster Com. 1		2015	Dodge Ram 3500 4x4
Gabriola Island		1982	IHC CO1950B/King 1050igpm/500gwt S/N 810054 ex-Esquamalt E.101
Colwood T.57		2015	Rosenbauer commander/T-Rex 115' tower
Haisla FN		2015	Freightliner M2/Hub 1050igpm/1000gwt
Forty Mile Cnty, AB		2015	Freightliner M2-112/ Rosenbauer FX 925gpm/3011gwt s/n 21506
Rocky View E.103		2015	IHC 7400 4x4/Rosenbauer 840igpm/600gwt/30gft s/n 16443
Rocky View T.103		2015	IHC 7400 4x4/Rosenbauer 625igpm/1500gwt s/n 21449
Saddle Lake Cree FN		2015	Freightliner M2-106/Maxi Métal 1050igpm(W)/840gwt/CAFS
Battleford, SK E.1		2015	Spartan Metro Star/Fort Garry 1050igpm(D)/550gwt/30gft(A)/30gft(B) M580
Warman E.11		2015	IHC 7400/ Acres 1050igpm(D)/1000gwt/25gft s/n #150814131
Silton		2015	Ford F550/Blanchat B-5 Chaparral brush truck
Langenburg		2015	Freightliner M2/Hub 1050igpm/900gwt
Headingley, MB		2015	Ford F550/Rosenbauer 420igpm/250gwt/25gft s/n 3796
Dauphin T.12		2001	E-One Hurricane 2000gpm/250gwt/85' tower ex-Chicago Ridge, IL s/n 123706
Portage la Prairie		2000	Pierce Dash 1750igpm/250gwt/100' tower s/n 11749 x-Bedford Park, IL 2015 Carriere rehab

QUEBEC & THE MARITIMES

Sherbrooke 302		2015	Pierce Arrow XT 1750/300/??/75' rearmount SN 28075
Sainte-Adèle 211		2015	Spartan Metro Star/Maxi Metal VIO 1050igpm/1000gwt/20gft
St. Lazare 208		2014	E-One Typhoon 1250gpm/1050gwt/30gft
Trois Pistoles 108		2015	Freightliner M2-106/Maxi Métal 1050igpm/1000gwt
Saint-Marc-sur-Richelieu		2015	Spartan Metro Star X/Maxi Metal 1250gpm/1800gwt/40gft
Beaupré, 801		2015	Freightliner M2-106/Maxi Métal heavy rescue, 20' box
Mt. Laurier 301		2015	E-One Cyclone II 1750/250/100' rearmount
Région de Mont-Joli		2015	Spartan Metro Star/Maxi Metal VIO 1250igpm/1000gwt/25gft
Howick/Très-Saint-Sacrement	Unité 05	2015	Ford F-550/Asphodel walk-in heavy rescue
Stewiacke, NS 1711		2015	E-One Cyclone IIX TME 1500gpm/1000gwt
Brooklyn		2015	Polaris Ranger 6x6 ATV
Cape Breton		2015	Spartan Metro Star/Spartan ERV/Dependable 1500gpm/1000gwt
Bay de Grave, NL		2015	Freightliner M2-106/Metalfab rescue



Kananaskis, AB recently put this 2015 Rosenbauer pump in service, it has a 1261igpm pump, 461gwt and 40gft. SN 16462 (John Bowerman photo)



When he took the delivery shot of this rig for us last winter, Dave promised to reshoot it with the proper graphics and, true to his word, here is Thunder Bay Pumper 6, a 2015 Spartan Metro Star X/Fort Garry rig, in service. 1050igpm/600gwt #M597. Below is Markham 971, delivered last year. It's a 2014 Spartan Metro Star/Smeal pumper with a 1750gpm pump, 500gwt and 2x20gft. (Dave Stewardson photos)





Thunder Bay Station 6 opened this year at ...W. Frederica St., and its identical twin, Station 7, also in service in 2015, is located at 2065 20th Side Rd. Each hall has a single pumper. (Dave Stewardson photo)



Opened in 2011, Gander, NL's station contains three engines, a ladder, a rescue and command unit. The GFD parade rig is also kept here, at Raynham Ave. and Cooper Blvd.



Also down east, this is the Louisbourg, Nova Scotia hall, at 7485 Main St. They have two engines, a rescue and an ambulance. (Gord MacBride photos)



Retired London Chief Jim Fitzgerald at the wheel of a 1915 Seagrave pumper, ex-Champaign, IL



Classic Seagrave line-up in Pinafore Park, St. Thomas.



Several OFBA members in attendance at the St. Thomas Muster

For most of us, the tail end of summer means two things: the end of the summer vacation season, and the kids' return to school. But in southwestern Ontario, the final weeks of summer herald the peak of the antique fire apparatus muster season. The St. Thomas Fire Engine Show & Muster is held on the Labor Day weekend. Three weeks later, Chatham's *FireFest* takes over the downtown core of the Maple City.

First held in 1983, the St. Thomas Muster is the longest-running event of its kind in Canada, the 33rd edition of this popular event hosted by the St. Thomas Professional Fire Fighters Association taking place on Saturday, September 5. The line of march in the big (and noisy!) Saturday morning parade from the former Timken plant in the city's east end to the muster site in Pinafore Park featured some 50 vehicles – 31 antique and vintage fire trucks, 19 modern in-service rigs, two ambulances and – inexplicably – a hearse.

The motor apparatus at St. Thomas this year spanned precisely 100 years. The oldest motorized rig at the muster was a magnificently restored 1915 Seagrave chain-drive pumper originally built for Champaign, Illinois. Owned by avid Seagrave collector Francis Glenn of Blenheim, the 750 gallon-per-minute pumper returned to Champaign earlier this year to take part in the Fire Department's 150th anniversary celebration. Mr. Glenn, who owns a dozen Seagrave fire trucks, brought no fewer than five of them to St. Thomas, including an ex-Detroit 1951 Seagrave sedan-type pumper and a 1942 Seagrave canopy cab pumper he recently found in New Hampshire. Sharply contrasting with the 100-year old Seagrave were three 2015-model fire trucks only recently placed into service by the St. Thomas, Southwold and Malahide fire departments.

The *longest* rig at this year's show was a 1966 Seagrave tractor-trailer aerial ladder truck with tillered rear steering brought by fellow Blenheim fire apparatus collector Wes Thompson. The articulated, cab-forward aerial originally served Annandale and Strasburg, Virginia. Perennial favorites at St. Thomas included a totally original 1944 Bickle-Seagrave Chevrolet pumper from Exeter; the Rodney Fire Department's sharp open-cab '41 Ford, also built by Bickle-Seagrave, and a 1933 Lorne/Chevrolet with front-mount Darley pump, from Tillsonburg. The "big iron" present included two classic American-LaFrance 700 Series open-cab pumpers, ex-London ON and Riverdale, IL; a pair of ALF Century Series pumpers, both retired from fire departments in Pennsylvania, and a 1970 Mack CF pumper, ex-Elizabeth N.J.

Participants also included three hand-drawn pieces – two high-wheeled hose carts and a small single-tank chemical cart – two modern Crestline ambulances, and a "first" at any muster we've ever attended a 1987 Cadillac hearse brought by Mike Boyer, of Castleton. Following the parade, the apparatus was lined up for public display in the park. Afternoon activities included firematic contests and rides for the kids around the park on *real* fire trucks. Following is a list of the apparatus at this year's St. Thomas Muster:

1915 Seagrave 750 GPM Model 76 Pumper, #14441, ex-Champaign, Ill. – Francis Glenn, Blenheim
1933 Lorne/Chevrolet Frontmount Pumper – Ingersoll Fire Department
1937 Ford Two-Tank Chemical Car – Dresden Fire Department
1941 Bickle-Seagrave/Ford 420 GPM Pumper, Open Cab – Rodney Fire Department
1942 Seagrave 500 GPM Canopy Cab Pumper, Serial #B-330, ex-Newmarket NH – Francis Glenn
1942 General Detroit/Ford 500 Pumper, ex-St. Clair Shores MI – Steve Irvine, St. Thomas
1944 Bickle-Seagrave/Chevrolet 420 GPM Open Cab Pumper, ex-Exeter FD –
1948 Ford Fire Chief's Car, Iron Mountain – Wes Thompson, Blenheim
1949 Bickle-Seagrave/Chevrolet 420 Pumper, ex-Welland – Keith Davies, St. Thomas
1951 Bickle-Seagrave Canopy Cab 625 GPM Pumper – St. Thomas Fire Department
1951 Seagrave 1000 GPM Sedan Pumper, ex-Detroit Fire Department – Francis Glenn
1952 Bickle-Seagrave 70th Anniv. Series Canopy Cab 840 GPM Pumper, ex-Kitchener FD – Francis Glenn
1952 American-LaFrance 700 Series Open Cab 1000 GPM Pumper, ex-Riverdale, Ill. – Lee Burrows
1954 American/Chevrolet Frontmount Pumper, ex-New Era MI – Ken Sieloff
1957 American-LaFrance 700 Series Open-Cab Pumper 840 – ex-London FD – Murray Saunders
1962 Thibault/GMC 625 GPM Pumper W/R – ex-Belmont FD – Yarmouth #2 VFD
1966 Seagrave KT-100' Tractor-Trailer Aerial, ex-Strasburg Va – Wes Thompson, Blenheim
1970 Mack CF 1000 GPM Pumper, ex-Elizabeth Borough NJ – Redman, St. Thomas
1972 King-Seagrave/Ford C-Series 1050 GPM Pumper, ex-Polysar, Sarnia – Herb Gallaway
1972 King/Seagrave/Ford C-Series 1050 GPM Pumper, ex-Aylmer FD – Bill Turvey, St. Thomas
1975 Seagrave/CFA Canopy Cab 1500 Pumper, ex-Glenview IL. – Francis Glenn
1978 Hamerly/Dodge 4X4 Minipumper, ex-Lickdale PA – Reg DeNure, Chatham
1980 King/Seagrave GMC 1,500-Gallon Tanker, ex-Norfolk Twp. – Langford – Killen Family
1981 ALF Century Canopy Cab 1500 GPM Pumper, ex-Huntingdon Area FD, NJ – Rob Redman, St. T
1981 ALF Century Canopy Cab 1250 GPM Pumper, ex-Washington Township NJ – Brent DeNure
1983 E-One/GMC Midi-Pumper (Yellow) ex-Tri-City FD, MI – Chris Lambert, Metamora, Mich.
1985 Pierce/Ford C-Series 1000 GPM Pumper, ex-Royal Oak Twp., MI – Cary Carruth, China Mich.
1987 Eureka-Cadillac Landau Hearse – Mike Boyer, Castleton
1910 & 1920 Wirt & Knox Hose Reels, Lee Burrows, Dresden
19-- Single-Tank Hand-Drawn Chemical Cart, Ed Thornton, Alton

In-Service Rigs

1991 Dependable/Ford F800 Command Unit (Yellow) Unit #7 St. Thomas FD
1996 Superior/Freightliner FL70 Rescue Unit – Rescue 33, Central Elgin FD – Yarmouth Centre
2000 General/Spartan 1050/600 Pumper – Central Elgin FD – Yarmouth Centre
2001 E-One Cyclone II 1500/300/75' Quint – Ladder 5, St. Thomas FD
2003 Superior/Ford F550 Light Rescue – Rescue 10, St. Thomas Fire Department
2004 E-One Cyclone 1500/300 Pumper – Engine 1, St. Thomas FD
2005 Smeal/Spartan 1500/800 Pumper – Central Elgin FD, Union, P-21
2005 C-Max/Sterling 420/3500 Pumper/Tanker, Southwold Township FD #9
2006 Smeal/International 840/2500 Pumper/Tanker, Central Elgin FD Yarmouth Centre P-32
2007 E-One Cyclone 1750/800 Pumper, Engine 6 – St. Thomas FD
2009 Rosenbauer Central/International 625 Pumper/Tanker, Central Elgin – Belmont T-42
2011 Dependable/International DuraStar 625 Pumper/Tanker, Southwold Township Tanker #2
2011 Smeal/Spartan Pumper/Tanker, Central Elgin FD Port Stanley, PT 11
2011 E-One 1750/400/100' Aerial Quint – Ladder 9, St. Thomas FD
2011 GMC – Ontario Fire Marshal OFM/BCI (White)
2013 Eastway/Spartan Heavy Rescue with Command Trailer – Malahide/Salem
2014 Crestline/Chevrolet Ambulance – Elgin/St. Thomas EMS
2015 E-One Freightliner 1500/2000 Pumper/Tanker – Tanker #8, St. Thomas
2015 Metalfab/Spartan Heavy Rescue – R-11 Southwold Township – Shedden
2015 Pierce/Freightliner 1250/1000 Pumper/Tanker – Pumper 4. Malahide /Lyons

CHATHAM FIREFEST

By Walt McCall

It was an unbelievable sight to behold for any avid fire engine buff. There, neatly lined up on the main street of Chatham, Ontario on a recent Saturday morning, were retired pumpers from three of the largest metropolitan fire departments in the United States – New York, Chicago and Detroit. These iconic big-city fire engines were among the more than 50 antique and vintage fire trucks that took part in the fourth annual *FireFest* in Chatham on September 19.

First held in 2012, *Firefest* is more than just an antique fire engine muster -- it's a unique tribute to the fire service, featuring high-profile guest speakers who interact with fellow firefighters and the public. Previous *Firefest* speakers have included a retired FDNY Battalion Chief who survived the collapse of one of the towers at the World Trade Center on 9/11; one of the stars of the gritty Detroit Fire Department documentary *Burn*, and Randolph Mantooth, co-star of the revered 1970 TV series *Emergency!*

Taking the stage of the gloriously restored Capitol Theatre in downtown Chatham this year was Chicago Fire Department veteran Mike Kovac who presided at a special screening of the 1991 movie *Backdraft* and FDNY firefighter Jason Carrion and wife Cortney Hendrix of the hit TV show *Married At first Sight*. The publishers of the new magazine *Vintage Fire Truck & Equipment* were also there. The program included a special Friday afternoon tour of RM Restorations of Blenheim -- one of the world's largest restorers and international auctioneers of classic automobiles -- followed by a meet-and-greet reception at the Capitol. (*Full disclosure*: the author of this piece did a presentation on fire apparatus history at the theatre on Saturday morning).

Three blocks of King St., Chatham's main business street, were blocked off for the big public display of antique fire apparatus all day Saturday. In addition to some 50 pieces of fire apparatus *Firefest* also included four ambulances and three police car replicas. The big-city rigs included a 1988 Mack CF 1000 GPM pumper in its distinctive FDNY Engine 328 markings; a black-over-red 1970 Ward LaFrance 2000 GPM pumper which was rehabbed in 1991. Lettered for the Chicago Fire Department's Engine Company #17, it's a twin to the one featured in *Backdraft*. The fully-enclosed 1951 Seagrave 1000 GPM sedan pumper from Detroit was the last of the classic "waterfall grille" style. Another fire truck at *Firefest* with a valid claim to fame was the Chippewa Fire Department's closed-cab 1938 LaFrance/Ford, which played a bit part in the movie *A Christmas Story*, which is right up there with Rudolph and the Grinch as a perennial holiday classic.

Firefest organizers are fortunate in that they have the enthusiastic support of three of the largest private fire apparatus collections in Canada -- the Reg DeNure family collection in Chatham and the Francis Glenn and Wes Thompson collections in nearby Blenheim. With more than 30 antique rigs between them, the Chatham-Kent region is the undisputed Antique Fire Apparatus Capital of Canada.

Other notable participants at *Firefest IV* -- which was hampered by rain on Saturday morning -- included Chatham's 1870 Hyslop & Ronald horse-drawn steamer; the CFD's one-of-a-kind 1941 Pirsch aerial ladder truck and the first gable-hood Bickle ever built, from the Fort Erie. One of the U.S. participants from Michigan brought a 1919 American-LaFrance. Also Shown at Chatham for the first time was a white-painted 1947 American-LaFrance 700 Series pumper originally built for Roseville, Michigan, near Detroit. But the frosting on the cake was the stunningly original 1925 Ahrens-Fox piston pumper from the RM Restorations collection, originally from Washington Courthouse, Ohio. The *Firefest* show concluded with a colorful parade down Grand Avenue at 4:00 p.m. Kudos to organizers Brent DeNure and Keith Chinnery for another outstanding event. The Fifth Annual *Firefest* is scheduled for September 17,

2016. We can't wait to see what shows up in the Maple City next year. Following is a list of the participants at this year's show:

CHATHAM FIREFEST RIGS – 2015

1870 Hyslop & Ronald Horse-Drawn Steam Fire Engine – Chatham Fire Department
1915 Ford Model "T" Fire Chief's Car – Fort Erie LaFrance Association, Fort Erie
1919 American-LaFrance Type 75 Pumper- ex-Muskegon Heights MI -
1924 Bickle/Reo Combination – ex-Port Dalhousie, Reg DeNure
1925 Ahrens-Fox JS4 Piston Pumper, ex-Washington Courthouse, Ohio – RM Restorations
1925 American-LaFrance Type 75 Pumper, ex-Massena NY – Wes Thompson, Blenheim
1926 Stutz Speedway Six Roadster Chief's Car Replica – Wes Thompson
1927 Bickle Volunteer Custom Pumper, Fort Erie Firer Dept., Fort Erie LaFrance Association
1937 Ford Chemical Car – Dresden Fire Department
1938 LaFrance/Ford 420 GPM Pumper , closed cab – Chippewa Fire Department
1938 GMC Pumper , Detroit General equipment – Orford Township Fire Dept.
1939 Bickle-Seagrave/Gramm 840 Pumper, ex-Swansea FD – John & Neal Hendrie, Chatham
1939 Bickle-Seagrave/Ford 420 Pumper, Closed Cab – Tilbury Fire Department
1939 Ford Tudor Fire Chief's Car Replica – Doug Seagle, Guelph
1940 Ford Sedan Delivery Police Patrol Replica – Doug Seagle, Guelph
1941 Pirsch/International Metro 65' Aerial – Chatham Fire Department
1942 Bickle-Seagrave/Ford 420 Pumper – Dresden Fire Department
1942 General Detroit Ford 500 Pumper, ex-St. Clair Shores MI- Steve Irvine, St. Thomas
1947 American-LaFrance 700 Series Canopy Cab 1000 Pumper, ex-Roseville MI – Brent DeNure
1947 Bickle-Seagrave/International KB Pumper, ex-Dow Chemical, Wambo, Wallaceburg
1948 Ford Fire Chief's Car Replica – Wes Thompson
1948 International/LaFrance Tractor-Trailer Aerial, ex-Verdun QC – Reg DeNure
1949 Bickle-Seagrave/International KB 625 Pumper – Blenheim Fire Department
1950 Bickle-Seagrave JB12 1050 Canopy Cab Pumper, ex-Windsor E3 – Francis Glenn, Blenheim
1950 Bickle-Seagrave "66" 85' Open-Cab Aerial, ex-Hamilton – Reg DeNure
1950 Mack Type 505 Pumper, ex-Highland Heights, Ohio – Reg DeNure
1950 Crosley Amusement Park Kiddie Ride Fire Engine – Wes Thompson
1951 Seagrave 1000 GPM Sedan Pumper, ex-Detroit FD Engine 38 – Francis Glenn
1951 Bickle-Seagrave 70th Anniversary Series Pumper, ex-Kitchener – Francis Glenn
1951 Bickle-Seagrave E-80 625 Canopy Cab Pumper, ex-Chatham – John & Neal Hendrie
1951 Chrysler Fire Chief's Car Replica – Reg Denure
1952 American-LaFrance 700 Series 1000 Pumper, open Cab – ex-Riverdale IL – Lee Burrows
1952 McClintock/DeSoto Sedan Ambulance – Len Langlois, Chatham
1954 Chevrolet Sedan Delivery Ambulance – Len Langlois, Chatham
1957 Fargo Salvage Squad, ex-Windsor Fire Department – Reg DeNure
1966 Seagrave 100' Tractor-Trailer Aerial, ex-Strasburg, VA. – Wes Thompson
1969 Plymouth Belvedere Police Car, LAPD Adam 12 Replica
1971 King-Seagrave/Dodge 840 Pumper, ex-Chatsworth
1971 Miller-Meteor Cadillac Hightop Ambulance, ex-Western Springs IL - Russ Dalziel
1975 Seagrave/CFA 1500 GPM Pumper, ex-Wisconsin – Francis Glenn
1975 Dodge Monaco Police Car – Bluesmobile Replica
1977 Dodge Monaco Police Car- Hazzasrd County Sheriff Replica
1978 Hamerly/Dodge 4X4 Mini-Pumper, ex-Lickdale PA – Reg DeNure
1981 American LaFrance Century Series 1500 Pumper, ex-Denholm QC, PA – DeNure Family
1981 American LaFrance Century Series 1500 Pumper, ex-Huntingdon Twp. PA
1985 Pierce Arrow Canopy Cab 1000 Pumper, ex-Harper Woods MI
1987 Eureka-Cadillac Landau Funeral Coach, Mike Boyer
1988 Mack CF-600 1000 Pumper, ex-FDNY Engine 328 – DeNure Family
1988 Hub/Ford C-Series Pumper (LG) ex-Victoria Harbor – St. Clair College FS Program
1988 Quality/Ford C-Series Pumper (LG) ex-Kochville MI – Chris Lambert
1970/1990 Ward LaFrance (rehab) 2000 Pumper, ex-Chicago Engine 49, 36 – Mike Kovac
2012 DeMers/Chevrolet Ambulance – Chatham-Kent EMS
1868 Hand-Drawn Hose Reel – Tilbury Fire Department
18-- Silsby Hose Reel – Reg Denure
1910 & 1920 Wirt & Knox Hose Reels – Lee Burrows, Dresden



Highlands East Pump 101, a 2005 Chevrolet C5500/Summit pumper, 625igpm/200gwt/30gft CAFS



Highlands East Pump 301, a 2009 GMC C7500/Asphodel pumper, 840igpm/867gwt.



Pump 601, a 1991 Grumman Panther pumper, 1050ipgm/600gwt, ex Hamilton, ON.
(Gary Dinkel photos)

Highlands East Fire Department by Gary Dinkel

Station 1 Cardiff, 2747 Monk St

Pump 101 2005 Chevrolet C5500 Summit 625/200/30 CAFS
Tanker 102 2008 GMC 8500 Asphodel 20 hp/1500 gallon
Rescue 103 1998 Chevrolet 3500 Altec
Note: rescue is located at 12 Sprucedale Street

Station 2 Highland Grove, 1014 Meteorite Road

Pump 201 2000 International 4900 Smeal 1050/300
Tanker 202 1988 International S2300 0/2500 Built by firefighters
Rescue 204 2004 Ford ex Haliburton Ambulance
Artic Cat 4x4, two snowmobiles, rescue toboggan
1942 Ford Granada being restored, original fire truck for area

Station 3 Gooderham, 1043 Community Center Road

Pump 301 2009 GMC C7500 Asphodel 840/867
Tanker 302 2011 International Maxforce Durastar 23 hp/1500
Rescue 303 2004 Ford F250
Honda Fourtrax with rescue toboggan

Station 4 Wilberforce, 2259 Loop Road

Pump 401 2009 GMC C8500 Asphodel 840/1000
Tanker 402 2009 GMC Asphodel 500/1500
Rescue 403 2004 Ford F250 4x4
Chief 2010 Ford F150
 2013 Polaris 800 4x4

Station 6 Paudash Lake, 26568 Highway 28 at Lagoon Road

Pump 601 1991 Grumman Panther 1050/600 ex Hamilton
Rescue 602 1992 GMC 18 hp/200
604 18' Zodiac boat, 40 HP
605 2014 Polaris 4x4 800 EF

All trucks red except for Chief's truck which is white.



Station 3 in Gooderham. (Desmond Brett photo)



Quinte West Tanker 241, a 2014 Peterbilt / Pierce ,840igpm/1828gwt.



Quinte West Pumper 231, a 2007 Kenworth / Pierce, 1050igpm/835gwt.



Quinte West Tanker 441, a 2006 Kenworth /Pierce, 840igpm/1500gwt



Quinte West Pumper 231, a 2007 Kenworth/Pierce with a 1050igpm pump and 835gwt. (Bob Rupert)



Belleville Ladder 716, a 2012 Spartan Gladiator MFD/Crimson/Dependable 100' Tower with a 2000gpm pump and 300gwt. (S/N J#2110097-01) (Ken Jansen). Below is Belleville Station 1. (Desmond Brett)





Mohawk Fire & Rescue protects the Tyendinaga Mohawk Territory in the Bay of Quinte FN. No. 4 is a 2008 Kenworth T370/Pierce heavy rescue, No. 3 below is a 1999 Freightliner FL-80/Hub 1050igpm pumper with a 1000gwt. (Neil McCarten photos)



Below is Loyalist Township Pumper 2, a 2013 Spartan Metro Star/Dependable rig with 1050igpm pump, 1000gwt and a 20gft. (Rick Loiselle photo)





Much farther north is Haliburton, situated in the Municipality of Dysart. Dysart Fire operates from a single station in the village, Truck #6 is a 2009 Chevrolet Van, Truck #2 is a 1999 GMC 8500/Almonte pumper with an 840igpm pump, 1000gwt and 25gft. (Desmond Brett photos)





Niagara Falls N.Y. Rescue 1, 2015 Rosenbauer Commander shot at the dealer in Niagara Falls.



Miami-Dade Engine 3, 2015 Rosenbauer 1500 gpm pumper, with a graphical tribute to the victims of 9-11. The silver stripe around the body lists the names of all of the firefighters killed that day. (Craig Slack photos)



FIRE APPARATUS PHOTOGRAPHY, LONG ISLAND STYLE !

Fire apparatus photo shoots have been the cornerstone of Ontario Fire Buffs Association activities since the club was founded 44 years ago. As early as 1973, OFBA members have participated in organized photo tours of fire departments all over the province, and beyond. By prior arrangement with the departments, OFBA members gather at a hall where the rigs are rolled out one at a time and carefully positioned for photography. Then it's on to the next hall -- as many as seven or eight on some of these all-day outings, with 40 or more rigs photographed on a good day.

The following report on a recent fire apparatus photo shoot on Long Island, N.Y. appears in the current (September/October) issue of *Fire Apparatus Journal*. Those of us who know how much work goes into organizing an OFBA photo tour will no doubt be impressed at how this massive shoot was executed with military precision. Ron Jeffers' article is printed here with his permission.
– *Walt McCall*

Great River, New York, June 14, 2015 – Firefighting apparatus old and new, from steamers to tower ladders, assembled at a remote section of Hecksher State Park for a photo shoot arranged by avid fire apparatus photographer Tom Rinelli and members of the Long Island Antique Fire Apparatus Association, Mother Nature cooperated with a sunny day and low humidity.

The shoot was the idea of Rinelli, who ran the event under a photographers-style incident command system. *There was a command post with command board* listing the apparatus, portable radios supplied to organizers to communicate with each other and vests were issued indicating persons in charge and their assignments. Rinelli said 63 rigs reported in for the shoot, plus some newer equipment was on hand to photograph when the antique shoot was completed. *Photographers had to apply in advance to be placed on the list and receive a wrist band at the command post to enter the area set aside for posed, individual apparatus photographs.* A section of the field was selected where the sun was behind the photographers and the rigs would be set up with green trees for a neutral background. For the individual photos, local fire-police units were involved to stage apparatus, and then called in two or three at a time by the lead photographer, to be posed. Photographers then moved from rig-to-rig usually capturing three units posed at a time, to expedite the event and move the line of apparatus.

Of course, there were some rigs that were built to challenge photographers: for example, American-LaFrance pumpers with their pump panel on the officers' side as opposed to the standard driver's side had to be positioned opposite the rest of the rigs. The participants who lined up apparatus had to explain to the apparatus drivers why they were turning some rigs in the opposite direction from most.

When the rigs were photographed and things had calmed down, refreshments were set up under tents for a donation. Local vendors and ladies groups supplied baked goods and water. Juice was supplied by Eagle Fire Equipment with bottled water from Hendrickson Fire & Rescue. Much of the equipment for the shoot was supplied by Rinelli, who is president of Fire & Rescue Equipment Sales.

After the individual photos were taken, apparatus was moved to the opposite end of the parking lot and set up for a group photo that was taken from above via tower ladder by the event organizers. Tom Rinelli and the Long Island group, the local fire-police, vendors and families and friends of the photo group should be commended for a great, well-organized event.



Two rigs from the Chatham Firefest; above is a 1947 American LaFrance 700 series 1000gpm engine originally with Roseville, MI. It's owned by Brent Denure Below is a 1970 Ward LaFrance (Rehabbed in 1990) from Chicago. Former Engine 39 (and 46) has a 2000gpm pump. Owned by Mike Kovac, it's done up as a twin to the truck from *Backdraught*. (Walt McCall photos)



Should that name be William M. Feehan and it graces a state-of-the-art fireboat, and should those 14 letters, which when tied together commemorate a hero, are milled from an I-beam lifted from the rubble and ruin of the World Trade Centre 14 years ago, well, then the answer is: Plenty. That name needs no introduction to the 10,000-plus members of the New York City Fire Department. Feehan was a blaze-battling legend in his own time, heralded for his intuitive knowledge and cunning in fighting fires. He was thought to have known the location of every fire hydrant in the Big Apple and remains the only FDNY member to have held every rank in the department, from probationary firefighter on up to fire commissioner. Feehan died on the job the morning terrorists flew hijacked jetliners into the twin towers on Sept. 11, 2001. At 71, he was the oldest of the 343 firefighters who perished.

"He was a fireman's fireman," Salvatore Pastore said over the phone from Brooklyn. Pastore is a lieutenant with Marine Company 6 as well as FDNY liaison with MetalCraft Marine, the Kingston company that built the boat. "We'll never forget any of the firefighters we lost that day," noted 28-year veteran Pastore. "But this lets 'Chief' Feehan's family know that we're remembering him in a special way."

"This" refers to the aluminum-hulled fireboat, an 18-month undertaking and No. 600 overall in the MetalCraft books, all constructed at Anglin Bay, a tucked-in spot where they've been building watercraft since the 1700s. The "fast response" boat is equipped with five stainless steel water cannon capable of dispensing some 8,000 gallons per minute, including a single remote-controlled cannon on the cabin top that shoots out approximately 25,000 litres every 60 seconds. The reach is just over 120 metres, better than the length of a Canadian gridiron. There are also three large-diameter hose connections, essential elements in supplying water to crews fighting fires in the aftermath of the 9-11 attacks.

Just shy of 21 metres in length, the William M. Feehan is powered by a trio of Caterpillar C-18 engines, each capable of pushing out 1,150 horsepower, with twin fuel tanks splitting 4,500 litres. Running at a top speed of 40 knots (about 75 km/h), it can stop in two boat lengths. Parking in tight quarters is a manoeuvre straight out of *The Jetsons*. "We had it down to Treasure Island Marina last week," said MetalCraft contracts manager Bob Clark. "The guy from New York squeezed it between two other boats at the gas dock with maybe two feet to spare on either side. It was amazing. With those water jets, you can pretty much go in sideways."

Now for the historical feature: Letters comprising a three-and-a-half-metre-long name fashioned from steel salvaged from Ground Zero. When the four rectangular slabs arrived in Kingston via truck, it took five men to lift and place each one on a skid. MetalCraft project manager Jay Milner was at first taken aback, not by the staggering weight but rather the symbolic aspect.

"I took two steps back in awe," Milner said. "I mean this was/is an important piece of history, the significance. We were honoured to have played a part in this tribute." The steel was first sent to Trenton to be milled, then machined down into individual letters at Woodman's Machine Shop in Kingston. "It was pretty neat opportunity for us, quite moving actually," Woodman's supervisor Dwayne Woodman said of the two-week job. "All the guys were eager to work on it; some even offered to put in their own time."

The capital letters, 28 in total, each three-quarters of an inch thick, were painted -- what else -- fireboat red and mounted on aluminum plates. The name runs along both sides of the boat. Later this month, the William M. Feehan embarks on a five-day journey ending in the waterways of Gotham. This time next month, the \$4.7 million craft will be in service, plying the Hudson and East rivers. The boat's christening takes place on the Hudson River in the first week of September, in the same North Cove Marina where fireboats were moored on 9-11, Pastore said. Feehan, the son of a fireman and a decorated Korean War veteran, joined the department as a "probie" in 1959. He was one month from celebrating his 42nd year of active service when the north tower collapsed on his command station.

"Retirement," his son John, a third-generation firefighter, was quoted in a New York Times obituary a few days later, "never entered his mind." patrick.kennedy@sunmedia.ca

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"I took two steps back in awe," Milner said. "I mean this was/is an important piece of history, the significance. We were honoured to have played a part in this tribute." The steel was first sent to Trenton to be milled, then machined down into individual letters at Woodman's Machine Shop in Kingston. "It was pretty neat opportunity for us, quite moving actually," Woodman's supervisor Dwayne Woodman said of the two-week job. "All the guys were eager to work on it; some even offered to put in their own time."

The capital letters, 28 in total, each three-quarters of an inch thick, were painted -- what else -- fireboat red and mounted on aluminum plates. The name runs along both sides of the boat. Later this month, the William M. Feehan embarks on a five-day journey ending in the waterways of Gotham. This time next month, the \$4.7 million craft will be in service, plying the Hudson and East rivers.

The boat's christening takes place on the Hudson River in the first week of September, in the same North Cove Marina where fireboats were moored on 9-11, Pastore said. Feehan, the son of a fireman and a decorated Korean War veteran, joined the department as a "probie" in 1959. He was one month from celebrating his 42nd year of active service when the north tower collapsed on his command station.

"Retirement," his son John, a third-generation firefighter, was quoted in a New York Times obituary a few days later, "never entered his mind." patrick.kennedy@sunmedia.ca





From Kas, Turkey, a Mercedes chassis turntable ladder. (Robert Herscovitch photo)



This former Japanese appliance is a 1990s vintage Isuzu/Ogawa pumper in service in Lapu-Lapu City in the Philippines since 2008. It has a 1000gpm pump and no tank. (Bob Dubbert photo)



Also in Lapu-Lapu, Tanker 3 on an Isuzu V275 chassis has a 500gpm pump and 2000gwt.



Lapu-Lapu Engine 3 is a 1985 Fuso/Morita pumper, 1000gpm and 700gwt.



Engine 10 is a 2009 Isuzu NQR/Anos Fire Trucks 1000gpm/1000gwt. (Bob Dubbert photos)



Rocky View, AB Tender103 was delivered with a matching pumper in the summer. It's a Rosenbauer product on a 2015 IHC 7400 4x4 chassis with a 625igpm pump and 1500gwt. (John Bowerman photo)



Nipawin, SK got this 2015 Freightliner M2-106 4x4/Fort Garry unit in the summer. It came with a 1050gpm Waterous pump, 1000gwt and 25gft. s/n M625 (Dave Stewardson photo)



Boissevain, MB is now running this 2015 IHC Workstar 7500/Acres rig as Pumper 1, a 1050 igpm Waterous pump, 1000gwt and 25gft. SN 150521129. It replaced the 1993 Freightliner FL80/ Superior one below. That truck has a 1050igpm pump and an 800gwt, SN SE1375. (Dave Stewardson)



Winkler, MB recently received this 2015 Spartan Metro Star/Fort Garry 1250igpm/800gwt/2x20gft sn M623. It's assigned as Pumper 242. (Dave Stewardson photos)



Off to a new home in Oliver Paipoonge, ON, this was Ottawa Pump 11, a 2003 HME 1871 Fort Garry pumper equipped with a 1250gpm pump and 500gwt. (Dave Stewardson photo)



New to Trois Pistoles, QC, Unité 251 is a 2015 Freightliner M2-106/Maxi Métal pump with a 1050igpm pump and 1000gwt. (Photo from Maxi Métal)

A couple of trucks delivered without graphics:



Dependable recently built this heavy rescue on a 2015 International chassis for Chatham-Kent. Numbered 4-13, it is now in service in the Dover station. (Photo Credit: Dependable Emergency Vehicles)



Aero-Feu supplied this Rosenbauer tanker on a 2015 IHC Workstar chassis to Thorne, QC. It has a 420igpm pump and 2500gwt. (Photo credit: Rosenbauer America)



Two classics from the past which have already led multiple lives are now moving on from their most recent home in Bella Coola, BC. Ex-Pump 3 is a 1979 Scot C1FD/Pierreville with 1250gpm pump and 400gwt (s/n PFT 896). It was recently donated to Fire Trucks without borders; originally bought by Edmonton, it also service with the B.C. Justice Institute. Unit 423 below went in service with Port Moody before Bella Coola purchased it. They have now sold it to a resort in Shearwater, B.C. It is a 1980 Scot C1FD/Anderson. (Info and photos from Bob Dubbert)





This unusual apparatus is the New Haven, CT FD Chemical/Foam Unit 44, seen at the 2015 IFBA convention. It is a 1970 IHC Loadstar 4x4/Amsul/Magnum 480 (480gft). (Herb Gallaway photo)



This is the new Pierce Ascendant; this particular demo was making the rounds in Southern Ontario and has now been purchased by Oakville. It packs a 107' ladder, 1250igpm pump and 417gwt, all on a single rear axle. The aerial can be raised in just 30 seconds, the jacks are just in front of the rear wheels and at the back. The rig will be restriped and numbered for Oakville before delivery. (Photo and info from Gary Dinkel)



The Municipal District of Bighorn operates this 2014 Spartan Metro Star/Hub pumper from their hall in Exshaw, AB. Rescue 169 is their primary response rig, it has a 1050igpm Waterous pump, a 600gwt and a 30gft. It is also equipped with a Foam Pro 1600 foam system, SN 5520-1168.



A unique find in Canada, this is an E-One Daytona pumper, operated by the Beiseker, AB FRS. Engine 130 was acquired through Fenton Fire in 2013, and was originally sold to the Port of Houston, and stationed in the Barbours Cut Container Terminal in 1998. It sports a rearmount 1500gpm Hale pump and a 500gwt. Around 10 of these were made and, apparently, this is the last of its kind still in service, all were originally sent to U.S. departments. (John Bowerman photos)