

Third Alarm



A Publication of the OFBA

Volume 46, No. 5

September-October 2016



This gem was shown off at the photo tour in September. St. Thomas F.D.'s 1951 Bickle Seagrave Custom canopy cab pumper has a 625igpm pump and a 150gwt.

Condolences... Regular Member #456 - Bob Young of St. Catharines passed away on September 14 after a lengthy battle with cancer. Bob was also a long time member of the Regional Niagara Fire Buffs Association. Member Frank Peach. Frank was a retired firefighter from Stelco Lake Erie Works and was a volunteer with the Simcoe FD. Our sincere condolences from the OFBA Executive.

Last reminder: Saturday, November 5, the OFBA Annual Fire Service Collectibles Show and Sale and Annual General Meeting at the Toronto Fire Academy.

THIRD ALARM

Volume 46 Number 5
September-October 2016

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

P.O. BOX # 56 Don Mills
DON MILLS ON
CANADA M3C 2R6

For membership information,
write the above address,
or contact us on the
Internet at:
www.ofba.ca
or
ontariofirebuffs@yahoo.ca

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Please send submissions to:
Des Brett Editor, Third Alarm
48 Glenwood Cres.
Toronto ON Canada M4B 1J6
or E-Mail: desmondbrett@gmail.com

The Editor reserves the right to edit all material
submitted for publication.

EXECUTIVE OFFICERS 2016 – 17

President	Secretary	Treasurer	
Robert Rupert 7 Kerfoot Cres. Keswick ON L4P 4B8 Home: (905) 989-0769 boosterline@sympatico.ca	Ken Jansen 35 Park St. Cobourg, ON K9A 2E2 Home: (905) 373-5672 Jansen.ken@gmail.com	James Stronach 22 Conifer Dr. Toronto, ON M9C 1X4 Home: (416) 621-3127 stonachsinnottawa@sympatico.ca	
Vice President	Membership	Director	
David Mollison 256 College St. N. P.O. Box 1039 Durham ON N0G 1R0 Home: (519) 369-5337 davidmollison@yahoo.com	Robert Herscovitch 2206 – 65 Skymark Dr, Toronto ON M2H 3N9 Home: (416) 497-8968 herscovitch@sympatico.ca	Larry Ward 342 Buckingham Rd. Newmarket, ON L3Y 6K5 Home: (905) 898-1305 RoyalFlush@rogers.com	
Director	Director	Past President	IFBA Region 10 VP
Desmond Brett 48 Glenwood Cres Toronto ON M4B 1J6 Home: (416) 750-9889 Mobile: (416) 427-9055 desmondbrett@gmail.com	Bob Anderson P.O. Box 1216 Cobourg, ON K9A 5A4 Home: (905) 372-6050 Work: (905) 372-6050 sales@cobourgsafety.ca	Rick Loiselle 68 – 35 Waterman Ave. London ON N6C 5T5 Home: (519) 636-5257 crownrick154@yahoo.ca	Gary Wignall 3940 Bloor Street W. Toronto ON M9B 1M1 Home: (416) 231-3578

President's Message...

From the Office of the President - September / October, 2016

As the Ontario Fire Buff Associates approaches the end of its' 45th year of existence I would ask one simple question of the members. What do you want from the organization?

As Walt McCall pointed out in his article in the last issue of the Third Alarm the OFBA came about as a result of a number of Canadian apparatus buffs becoming acquainted with each other at a SPAAMFAA muster in Syracuse, NY in the late 1960's but was not officially organized until April, 1971 with publication of the first issue of the TA and the first business meeting in August of that year. The clubs' Constitution sets out 6 objectives for the organization which are paraphrased below and how I believe we are meeting those objectives:

- Collection and dissemination of knowledge of the Ontario Fire Service. (data gathered at photo tours, documented and shared through the Third Alarm)
- Encouragement of friendship, good conduct and interchange of ideas among its' members (photo tours, collectibles show and annual meeting)
- The preservation of fire apparatus and history of the fire service (restoration of HP#2)
- To assist the fire service in any way possible (?)
- To publish a bi-monthly newsletter (Third Alarm - still one of the best buff newsletters in the world)
- To assist in the creation and support of a fire service museum. (past support of the CFFM in Port Hope)

When I joined the OFBA there were probably 140-150 members in the club and the photo tours were very well attended with 20-25 or more people taking part in most tours. Our 6 photo tours this year saw an average attendance of 9.6 people with 13 at the June tour and only 6 in August. Most fire departments welcome visitors with open arms but after making numerous telephone calls and sending emails or letters to fire chiefs requesting a visit by the OFBA it has to be a little disheartening for the organizer when only 6 people show up from an organization with the bulk of its membership living within the province and probably within 160 km of the site of the tour. Elsewhere in this issue are the minutes of the 2015 Annual General Meeting where only 21 members, 6 of them on the board of directors, were in attendance. Please come out to the next meeting on November 5 and let's discuss these issues.

Our 25th Annual Fire Services Collectibles Show and Sale will be held on the morning of November 5 at the Toronto Fire Academy on Eastern Ave @ Knox Ave before our Annual General Business meeting in the afternoon. I hope as many as possible of you can make it as it is always nice to renew old acquaintances and, who knows, you may find that particular piece of memorabilia that you have been searching for but didn't know about until you saw it. Until then, Happy Thanksgiving and remember to check and/or change the batteries in those smoke and carbon monoxide alarms when changing back to standard time.

Correction: In the last issue of the Third Alarm credit was given to Dino Morson for helping with the arrangements for the June tour in Bruce County which was a mistake on my part. The tour was arranged solely by Greg Scott and I apologize for the error.

Bob Rupert

From our Membership Secretary...

It's almost time again for one of the most important events on the OFBA calendar, the Fire Service Collectibles Show and Sale on November 5th. A flyer with all the details is enclosed and additional copies are sent to various fire departments and other interested groups. I know that there are several collectors who are interested in divesting themselves of their collections 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. Tables are available on a first come, first served basis.

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 several excellent prize. A reminder that your membership card and 2017 dues notice will be sent out with the last issue of the year. Those receiving the electronic version of the T/A will receive them by regular mail. Many of you prefer to pay at the Flea Market, so we hope to receive your dues there in person.

Robert Herscovitch, Membership Secretary

From the Editor...

This time around we have lots of new and not so new deliveries, and lots of coverage from the south-west of the province with rosters and shots from the St. Thomas area tour thanks to Bob Rupert, the annual round-up of the St. Thomas and Chatham extravaganzas by Walt McCall and a few extras from Kingsville and Leamington provided by Rick Loiselle. UK Member Colin Carter sent over a nice write-up with pics on the Hampshire Fire Service. Kudos also to Bob Rupert for passing on several articles and news items, and to Ken Buchanan, Dave Stewardson, Terry Yip and John Bowerman for info as well.

Photos: Gary Dinkel, Larry Ward, Dave Stewardson, Rick Loiselle, Rob Simpson, Dependable Emergency Vehicles, Shane MacKichan, Ken Walton, John Bowerman, Ken Buchanan, Ian Duke, Colin Carter, Terry Yip, Bob Rupert and Neil McCarten.

Desmond Brett, Editor, Third Alarm

ONTARIO FIRE BUFF ASSOCIATES ANNUAL GENERAL MEETING SATURDAY– November 7th – 2015

The 44th Annual General Meeting of the Ontario Fire Buff Associates was held at the Toronto Fire Academy on November 7, 2015.

President Bob Rupert called the meeting to order at 1:10 P.M. and welcomed all those present. He went on to offer special thanks to Toronto Fire Chief Jim Sales, Deputy Chief Debbie Higgins, Divisional Chief of Training Scott Eyers and Captain Mike Ogle for use of the building. Although there were not as many vendors present for the collectibles show in the morning it appeared to be well attended and President Rupert expressed his appreciation for those who did attend.

He also thanked members Larry Ward, Greg Scott, Ken Jansen and John Dybus for their efforts in organizing 4 of this years' photo tours and stated that there were 6 tours already planned for 2016.

He then informed those present that, after a suggestion by one of the members, the Board of Directors had decided to grant honorary membership to the 3 remaining Charter members of the OFBA. Members Harold McMann, John Skillen and John Dybus had been informed of this decision earlier in the year and he congratulated and thanked them for their efforts in establishing and supporting the club over the past 44 years.

After introducing those executive members present:

Secretary – Larry Ward

Membership Secretary– Robert Herscovitch

Director and Editor – Des Brett

Treasurer – Jim Stronach

Director – Walt McCall,

a sheet was passed around to collect names of those in attendance.

Present were members: Barry Turnbull – Angus, Gord Kirkpatrick – Oshawa, Larry Thorn – Toronto, Ken Jansen – Cobourg, Bob Anderson – Cobourg, Ian Duke – Toronto, Stuart Healy – Pickering, John Bedard – Welland, John Dybus – Welland, Gord McBride – Markham, Herb Gallaway – Brights Grove, Tom Shepherd – Barrie/Vineland, Rick Fountain – Port Huron Mi., Andy Greenlees – London, Rick Loiselle – London and guest Steve Garnett- Montreal.

The minutes of the 2014 Annual General Meeting held on November 1st – 2014 were approved on a motion by Larry Thorn – Seconded by Gord McBride.

Treasurer Jim Stronach presented his annual financial report: As of October 31, 2015 the Club has \$5,380.62 in the bank account and the \$5,000.00 G.I.C. The financial report was approved on a motion by Herb Gallaway – Seconded by Ken Jansen.

Membership Secretary Robert Herscovitch reported that the Club presently has 113 members, down from 118 in 2014. 104 in Canada, 6 in the U.S.A. and 3 in the U.K.

Club gained 4 new members last year but lost 9, 8 of whom had not paid dues for 2015. 1 member passed away.

There was no correspondence.

Tentative Tours planned for 2016 are:

1. Wasaga Beach, Collingwood and Clearview Township - May, 2016

Dates yet to be determined are:

2. Monroe County, New York – Two day tour

3. Central Elgin and St. Thomas

4. West Grey, Walkerton and area

5. CFB Trenton and Eastern Northumberland County

6. East Gwillimbury, Uxbridge and Scugog

Third Alarm Editor Des Brett reported that it was a good year with lots of photos. He also informed the members that, thanks to Rob Simpson, a digital copy has been made of the Third Alarm of for the years 1980 through 2010. He will be making this available on a USB key for \$10.

A discussion was then held regarding High Pressure Monitor #2. Members were read an email recently received from Division Chief Rob Anselmi stating that although HPM2 was still in the hands of Toronto Fire at their East Mall Station #6 garage he would like a decision be made on ownership of the truck as, up till now, his storing the rig in the old Etobicoke Shops was not known to many people and he didn't know how long he would be able to conceal the truck due to space shortages with winter coming on. There were mixed views on whether the club should maintain ownership of the truck or sell it back to Toronto Fire. If the club decided to keep it the O.F.B.A. would have to find a place to store the truck. Members present decided to leave any decision on the fate of the truck to the Board of Directors.

There was no Old Business.

After 44 years of service to the Board of Directors member #19, Walter P. McCall was presented with a plaque by Bob Rupert thanking him for all the work he has done for the O.F.B.A.

Nominations were then held for the Election of Directors for the years 2016-2017. The following Nominations were received by the Membership Secretary prior to the meeting: Bob Rupert, Jim Stronach, Dave Mollison, Robert Herscovitch, Larry Ward and Des Brett. Nominations were solicited from the floor with the following results: Gord McBride nominated – declines, Ken Jansen - accepts, Bob Anderson - accepts. There were no further nominations and nominations were closed on a motion by Gord McBride, seconded by Tom Shepherd.

The Board of Directors for the years 2016-2017 will be: President - Bob Rupert; Vice President - Dave Mollison; Secretary - Ken Jansen; Treasurer - Jim Stronach; Membership Secretary - Robert Herscovitch; Director and Editor - Des Brett; Director - Larry Ward; Director - Bob Anderson.

The Raffle prizes were then drawn from their respective drums with the following results:

1. Canadian Fire Fighters Memorial Book won by Matt Harper
2. 1936 Fire Truck won by Matt Harper
3. Fire Truck Photo won by Matt Harper
4. Montreal Fire Department Memory Book won by Rick Loiselle

The Meeting was adjourned at 2:15 P.M. after which IFBA Region 10 VP Ian Duke brought the members up to speed on what is happening at the IFBA. Clubs are encouraged to self nominate for Web site of the year; the 2016 Convention will be held in New Orleans, probably in October and he asked for nominations for Region 10 Vice President for the 2016-2017 term to be elected at the 2016 convention. Gary Wignall was nominated and accepted. A Letter will be sent to the I.F.B.A. Executive Secretary with copy to the IFBA Secretary.

Larry Ward, Secretary, November 17, 2015



St. Thomas Ladder 5 - 2001 E-One Cyclone II 75' ,1500/400 S#123618



Aylmer Unit 4, a 1997 International 4900 / Superior 1050/500 S#SE 1799



Aylmer Unit 5, a 1978 Ford C900 / King / Snorkel 55' Platform,840igpm, 200gwt. S#77047

OFBA Photo Tour September, 2015

St. Thomas Fire Rescue

Fire Station 1 (Headquarters) - 305 Wellington St. (@ First Ave. (1973)

Unit 4 -	2007 Dodge Ram 2500			
Ladder 5 -	2001 E-One Cyclone II 75'	1500/400	S#123618	
Rescue 7 -	1991 Ford F800 / Dependable			
Ladder 9 -	2011 E-One Cyclone II 100'	2000/400	S#136644	
Rescue 10 -	2002 Ford F550 / Superior		S#SE 2920	
Tanker 8 -	2015 Freightliner M2 / E-One	1050/1830	SO#139164	
Parade -	1951 Bickle / Seagrave Custom	625/150		
Fire Prevention 1 -	2009 Jeep Patriot			
Fire Prevention 2 -	2008 Pontiac Montana van			

Fire Station 2 - 235 Burwell Rd. (2006)

Pump 1 -	2004 E-One Cyclone II / Superior	1750/500	S#127614	S#SE 3218
Pump 6 -	2007 E-One Cyclone II	1750/800/30F	S#132835	

Aylmer Fire Department

Fire Station - 323 John St. South, Aylmer (2007)

Unit 3 -	1991 International 4900 / E-One	1050/500	S#9088	
Unit 4 -	1997 International 4900 / Superior	1050/500	S#SE 1799	
Unit 5 -	1978 Ford C900 / King / Snorkel 55' Platform	840/200	S#77047	
Unit 6 -	2002 Freightliner FL70 / Superior Heavy Rescue		S#SE 2750	
Ladder 5 -	2003 E-One Cyclone 95' Platform (ex - Zionsville, Indiana)	1750/420	S#125919	
Support 1 -	2011 Ford F150			
Parade -	1942 Ford / Bickle	420/80		



Ladder 5 -2003 E-One Cyclone 95' Platform 1750igpm, 420gwt. S#125919

Central Elgin Fire Rescue

Fire Station 1 - 218 Joseph St., Port Stanley (1975) (Not Photographed)

Pumper-Tanker 11 -	2011 Spartan Metro Star / Smeal	840/1500	S#
Pumper 12 -	1996 HME 1871-SFO / 2000 General	840/600/30F	S# 00-MET-10
Rescue 14 -	2007 Ford F? / C-Max		S#

Fire Station 2 - 42702 Sparta Line, Union (1950)

Pumper 21 -	2004 Spartan Metro Star / Smeal	1050/500/30F	S#400280
Tanker 22 -	1996 International 4900 / Dependable	625/2000	S#PT280-625-2000-
96			
Rescue 23 -	2015 Freightliner M2 / E-One walk-in rescue		SO#138742

Fire Station 3 - 9538 Yarmouth Centre Rd., Yarmouth Centre (1960)

Pumper 31 -	2000 Spartan Advantage / General	1250/800	S#74729
Tanker 32 -	2006 International 7400 / Smeal	840/2500/50F	S#605070
Rescue 33 -	2016 Freightliner FL70 / E-One		

Fire Station 4 - 206 Caesar Rd., Belmont (1988)

Pumper 41 -	2014 Spartan Metro Star / Smeal	1050/800/30F	S#416080
Tanker 42 -	2009 Spartan Metro Star / Rosenbauer / Central	840/1500	
	V#949C068711		
Rescue 43 -	2000 Freightliner FL60 / Superior		S#SE 2432

Steve Irvine Collection - Yarmouth Centre

Pumper	1942 Ford / General	500/100	(ex - St. Clair Shores, Michigan)
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Central Elgin Pumper 41, a 2014 Spartan Metro Star/Smeal, 1050/800/30F S#416080



Calgary just received 11 2015 Spartan Gladiator Classic/Smeal 1500igpm(W)/550 gwt/30gft(A)/Eclipse CAFS with Advantus 3 FS (John Bowerman photo). Cummins ISX 500 hp, Allison 4000EVS, 1500 IGPM/550 IG/30AF IG/Eclipse CAFS with Advantus 3 Single Foam System, Single Flush System with off-board pick up, Akron 3440 Deck Master Electric Monitor with Saber Master 1000 IGPM nozzle, Command Light Traffic Flow Board, and Green Power SG-09 Auxiliary Power Unit (Anti Idle Technology), Whelen LED lighting. Learned today that they have ordered another 11 for 2017, and another 5-6 for 2018. (John Bowerman photo)



Sommerville, NS recently received this 2016 Freightliner FL108SD/Fort Garry engine. It has a 1250igpm Darley pump, 800gwt, 25gft and Foam Pro 2001. s/n M758. (Dave Stewardson photo)



Perth East recently put this 2015 Rosenbauer Commander/Viper 78' quint into service in Milverton as Aerial 1. It features a 1500gmp pump, 400gwt and 60gft (Shane MacKichan photo)



Oro-Medonte Rescue 2 now running a 2016 Freightliner M2-106/Dependable medium rescue



Tweed just got a 2016 Freightliner M2-106/Pierce 840igpm/1638gwt. (Gary Dinkel photo)

The Apparatus Floor....

Grimsby Fire have started construction on their new training center on Mountain Rd. The new center is on the site of the old Station 2 which has been demolished. The new center will have classrooms and an interior drafting pit as well as an outdoor training area. The facility can be used by other Niagara departments when completed. Pump 2 and Tanker 2 are in a temporary facility until completion of the new complex. **Grimsby** are also planning a new Station 3 in the west end of town towards the Winona border. In **Haldimand**, Hagersville Tanker 2 is now running a 1994 C-Max F/Liner FL80 840- 2250. This rig is on loan from Norfolk County and was formerly Tanker 9 from Port Rowan shop #FO-32. Pump 2A is running with Pump 4A a 2000 Pierce Contender from the Cayuga Station. (Ken Buchanan)

In **Toronto**, Station 135 (Forest Hill) opened its doors on September 30. The two bay hall houses a pump and aerial, replacing the 1920 police and fire station built by the former village. Work has begun on the new **Caledon** Station 302 in Bolton. Groundbreaking took place in June and the \$7.5 million, LEED Silver facility is expected late next year. The one story, 21,700 sq ft hall, will be erected at Regional Rd 50 and Cross Country Blvd. and will have four bays for fire and two for EMS. Richmond Hill has conducted the final inspection on their new quint at Ferrara. It is slated for Station 8-3. **Uxbridge's** new hall is almost complete. The new building will replace the existing Bascom St station and is located at a site on Brock Street west of Quaker Village Drive. It has four bays, training rooms and offices. **Quinte West** is going to build a new 20,000 fire hall in Trenton. Costing around \$6 million, it will have four drive-through bays, room for eight apparatus. The site is on Dixon Dr. near Marmora St.

From **Collingwood**, Pump 1 (2008 Seagrave - Spartan Advantage 1050 - 600 XX66595) has been re numbered as Pump 2 and painted all red at Dependable (it was white/red). This in anticipation of the new Pump 1 which is expected in November. Former Pump 2 (2003 Seagrave – Spartan) has had the number removed. (Ken Buchanan)

From Terry Yip, the rest of the list of rigs currently in build by **Hub** Fire in Abbotsford:

- #1209 Abbotsford B.C. Spartan Metro Star pumper
- #1210 Abbotsford B.C. Spartan Metro Star pumper
- #1211 Cranbrook B.C. Freightliner tanker
- #1212 Princeton B.C. Freightliner M2 pumper
- #1213 Sidney B.C. Spartan Metro Star pumper
- #1214 Anglemont B.C. Freightliner M2 pumper
- #1215 Ashcroft B.C. Freightliner pumper
- #1216 Kelowna B.C. Spartan Gladiator pumper
- #1217 Kelowna B.C. Spartan Gladiator pumper
- #1218 Ucluelet B.C. Freightliner FL M2 pumper
- #1219 Clearwater B.C. Freightliner FL M2 pumper
- #1220 Radium Hot Springs B.C. Spartan Metro Star pumper
- #1221 Kelowna B.C. Spartan pumper
- #1222 Trail B.C. Spartan Gladiator pumper

Eastway is back in business. They have already delivered a pumper to **Laurentian Valley**, ordered before the closure, and a couple of mini-rescues to **Central Frontenac**. They are now located at 100 Industrial Ave, Building 4, Units B & C, in Carleton Place and had a grand re-opening on September 22.

After a long wait Captain Steve Crothers from the Seattle Fire Department, Training Division has created a website dedicated to Tractor Drawn Aerials, for those who are interested in these amazing units. Steve is really excited to provide this site for individuals to celebrate and learn about the different ideas, concepts, and equipment that are found on TDA's. His goal is to provide a site dedicated to everything Tractor Drawn Aerials. The site is well laid out with pictures, videos and learning information. He has linked most information from the pictures so it is easy to navigate the information. He has additional content that he will be providing in the near future as time comes available. He will also be posting upcoming updates on the Facebook page. Website: <http://www.tractordrawnaerial.com>



Clarington's new Pumper 10, a 2016 Spartan Gladiator/Fort Garry 1250igpm/500gwt/25gft sn M733.



Welland PT 4
2016 Arnprior - F/Liner
2000 LPM - 9520 LT

Welland Pumper-Tanker 4 now has a 2016 Freightliner/Arnprior rig with a 440igpm pump and a 2000gwt. Serial #XX6Z5587. (Ken Buchanan photo)



Nova Chemicals (Sarnia) E.5 2016 Pierce Arrow XT 2693 IGPM, 83gft. It has two Elkhart monitors on the rear and one large Akron monitor on the top mid ship. (Gary Dinkel photo)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

McNab/Braeside	9714	2016	IHC/Arnprior 1050igpm/2500gwt
West Lincoln	P.1	2016	Spartan Metro Star/Spartan ERV/Dependable 1500gpm/1000gwt
Oro-Medonte	R. 2	2016	Freightliner M2-106/Dependable medium rescue
Welland	PT. 4	2016	Freightliner/Arnprior 440igpm/2000gwt #XX6Z5587
N. Dumfries (Ayr)	P. 1	2009	KME 1250igpm/800gwt/20gftA (ex-Nipissing Twp Fire Department) SN GSO6999
Nova Chemicals	E. 5	2016	Pierce Arrow Industrial 3000gpm(D)/1000gft (Corunna)
Clarington	P.10	2016	Spartan Gladiator/Fort Garry 1250igpm/500gwt/25gft sn M733
East Ferris		2016	Dodge/Dependable light rescue
Halton Hills	R. 2	2016	Freightliner M2-106/Dependable medium rescue
East Gwillimbury	R.269	2016	Freightliner M2-106/Dependable 1000gpm/1500gwt
East Gwillimbury	R.289	2016	Freightliner M2-106/Dependable 1000gpm/1500gwt
Chatham-Kent	1-14	2016	Rosenbauer Commander 1665igpm/430gwt/101' Cobra tower SN7417 (stock unit)
Tweed		2016	Freightliner M2-106/Pierce 840igpm/1638gwt.
Central Frontenac	(2)	2016	Ford F550/Eastway mini-rescues
Puslinch		2003	ALF Eagle 1750gpm/500gwt/25gft/75' (ex-Malletts Bay, VT) (via Darch Fire)
Augusta Twp.	P.5	2015	IHC/Arnprior 1250igpm/1000/CAFS P200
Whitby	P.33	2016	Spartan Metro Star Classic LFD/Dependable 1500gpm/500gwt/20gft
Faraday Township	P.1	2016	Freightliner M2-106/Metalfab pumper
N. Kawartha	T.1	2016	2011 Kenworth T800/Rosenbauer tanker
Tillsonburg	R.3	2016	Dodge Ram 5500/MetalFab light rescue

OUT WEST

Rankin Inlet, NT		2016	Freightliner M2-106/Fort Garry 1050igpm(H)/1000gwt/10gft s/n M764Foam Pro 2001
Squamish, BC	R.2	2016	Freightliner M2-106 4x4/Fort Garry heavy rescue
Pemberton		2016	Spartan Gladiator/Fort Garry 1250igpm(H)/900gwt/25gft sn M734
Langford	E.1	2016	Spartan Gladiator Evolution/Spartan ERV 1250gpm/750gwt/30gft SN 215125-01
St. Albert, AB		2016	Pierce Velocity 1500gpm/300gwt/50gft/100' Husky 12 FS sn 29700
M.D. of Greenview	P. 2	2016	Freightliner M2-106/Dependable pumper 1050igpm/1000gwt (Fox Creek)
Suncor (Fort Hills)		2016	IHC 7600/E-One 1000gpm(H)/2800gwt/50gft(B) s/n 139753
Suncor	P.1	2016	E-One Cyclone II 3000gpm/1000gwt/200gft(B)/Hot Shot FS s/n 139752
Suncor	L.2	2016	E-One Cyclone II/Bronto 2000gpm/114' tower s/n 139755
Innisfree	405	2016	Freightliner M2-106/Fort Garry 420igpm(D)/2000gwt s/n M738
Athabaska Cnty.		2016	Freightliner M2-106/Fort Garry 750igpm(D)/1700gwt s/n M715
Calgary (11)		2015	Spartan Gladiator Classic/Smeal 1500igpm(W)/550 gwt/30gft(A)/Eclipse CAFS with Advantus 3 FS
Ile-a-la-Crosse, SK		2016	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt s/n M743
Dalmeny		2016	IHC 7400/Acres 1050igpm(H)/1000gwt/25gft s/n 1660803143
Clavet		2016	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt/25gft FoamPro 1600 s/n M705
La Ronge		2016	IHC 4400/Fort Garry 1050igpm(D)/1000gwt/2x25gft n #M714
Gainsborough		2016	Ford F550/Acres mini-pumper 80igpm/400gwt/25gft/CAFS
Rose Valley		2016	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt/25gft FoamPro 1600 s/n M702
Carievale	No.1	2016	Ford F550 4x4/Acres 83igpm/400gwt/25gft s/n #160909145
Carberry, MB	101	2016	Freightliner M2-106/Acres 1050igpm(H)/1000gwt/25gft s/n #160610141
Onanole		2016	Ford F550 4x4/Acres 275igpmPP(W)/400/20 s/n #160923146

QUEBEC & THE MARITIMES

Mont-Saint-Hilaire, QC			Maxi Sabre 1050igpm/1000gwt/25gftF
Beauceville	602P	2016	Freightliner M2-106/Maxi Métal 1050igpm(W)/1500gwt/40gft Foam Pro 2001
Lac-Drolet	380	2016	Freightliner M2-106/Maxi Métal 1050igpm(D)/1500gwt/25gft Foam Pro 2001
St-Jacques-de-Leeds	528	2016	Freightliner M2-112/Maxi Métal 3000igwt
East Broughton-Sacré-Coeur-de-Jésus		2012	International ProStar/2016 Hélie tanker 3000gwt
Audet	381	2016	Freightliner M2-106/Maxi Métal 1500igwt
Sommerville, NS	No.1	2016	Freightliner FL108SD /Fort Garry 1250igpm(D)/800gwt/25gft Foam Pro 2001 s/n M758
Yarmouth	No. 3	2016	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt/2x25gft s/n M753
Cape Breton		2016	Spartan Metro Star/Dependable1500gpm(H)/1000gwt
Caribou District	Unit 4	2016	Ford F550 4x4/Metalfab walk-in rescue



North Vancouver Distrit received a pair of these 2016 Pierce Arrow XT pumpers. They have 1750igpm pumps, 330gwts and 25gfts. Engine 3 above has s/n 28956-1 .



New to Squamish, BC, Rescue 2 is a 2016 Freightliner M2-106 4x4/Fort Garry heavy rescue.



Dalmeny, SK now has this 2016 IHC 7400/Acres pumper. It is equipped with a 1050igpm Hale pump, 1000gwt and 25gft. s/n 1660803143 (Dave Stewardson photos)



Argyle, SK now has a 2016 Ford F550 4x4/Acres mini, with a 83igpm pump, 400gwt and 25gft.



Winnipeg, MB Ladder 1 is a 2016 E-One Cyclone II HP100 tower, featuring a 1750igpm pump and 100' aerial. S/O 139705 (Dave Stewardson photos)



Beauceville, QC recently took delivery of a 2016 Freightliner M2-106/Maxi Métal pumper. Unité 602 sports a 1050igpm pump, 1500gwt and 40gft with a Foam Pro 2001. (Maxi Metal Fire Trucks photo)

MUSTER MUSINGS
By Walt McCall

Those of us who live in Southwestern Ontario – and that includes the Greater Toronto Area -- are within easy driving distance of no fewer than four annual antique fire apparatus shows, or musters. The largest of these is the Great Lakes Chapter SPAAMFAA muster held the last weekend of July in Frankenmuth, Michigan some 80 miles north of Detroit just off Interstate I-75, also easily accessible via Highway 402 through the Sarnia/Port Huron border crossing. This popular event, which marks its 20th year in 2017, typically draws 60-70 antique and vintage rigs, including more than a few from Canada. Next up is WAMBO, a combined antique car, boat and fire engine show held in Wallaceburg, north of Chatham the second weekend of August.

The other two events are held within a few weeks of each another in September. The longest-running annual event of its kind in Canada, the St. Thomas Muster takes place the Saturday of the Labor Day holiday weekend, followed three weeks later by FireFest in Chatham. The 34th Annual St. Thomas Muster was held in this small city just south of London on September 3. In an unprecedented string of luck, I've attended every single one of them since the very first one held in 1983. This year's St. Thomas Muster was the smallest in years with just 42 rigs in attendance, nearly half of which were modern in-service rigs. Nonetheless, there was lots to look at, and photograph.

The muster begins with a (noisy) mid-morning parade through downtown St. Thomas to the muster site in Pinafore Park where the rigs are lined up under the trees for public display. The oldest motorized rig there this year was a 1915 Seagrave pumper originally built for Champaign, Illinois. One of more than a dozen vintage Seagraves owned by Francis Glenn of Blenheim, the 101 year old pumper has been professionally restored to its original grandeur. The newest rig in attendance was a 2016 E-One Freightliner heavy rescue unit recently delivered to the Central Elgin Fire Department's Yarmouth Centre fire station but not yet in service. Keith Davis of St. Thomas again brought his 1949 Bickle-Seagrave Chevrolet pumper which once served Welland and Thorold Township, one of just two rigs that has attended every St. Thomas Muster since the event's inception. The other is the St. Thomas Fire Dept's 1951 Bickle-Seagrave canopy cab pumper now owned and maintained by the St. Thomas Professional Fire Fighters Association, which stages the annual muster.

Classic custom-chassis apparatus at St. Thomas included a former London Fire Dept. 1957 American-LaFrance 700 Series pumper with open semi cab; a 1970 Mack CF canopy cab pumper from the Borough of Elizabeth, N.J.; a 1981 American-LaFrance Century Series pumper, and Brent DeNure's 1988 ex-FDNY Mack CF sedan-cab pumper which was on the fire ground at Ground Zero following the 9/11 World Trade Centre attacks in 2001.

While the St. Thomas Muster again took place under sunny skies, the Fifth Annual Firefest held in Chatham on September 17 had no such luck. The Chatham event was hampered by a steady, day-long drizzle that clearly reduced the number of participants, and spectators. FireFest nonetheless maintained its tradition as a unique tribute to the fire service, and an educational event with special appeal to families and kids.

Nearly 60 vehicles were displayed along three blocks of King Street in the city's downtown business district. While the emphasis was again on antique and vintage fire apparatus, FireFest also included other types of emergency vehicles including ambulances, police cars and police motorcycles. The oldest fire engine on display was Chatham's 157-year-old horse-drawn steamer. Built by Hyslop & Ronald in Chatham in 1870, the Ronald was restored for Canada's centennial celebration in 1967. Once a year it is taken out of its glass case in front of the Chatham-Kent Fire Services headquarters station for public display at FireFest. Parked next to the steamer was Chatham's one-of-kind 1941 Pirsch 65' aerial ladder truck built on a special open-cab International Metro chassis.

The most unique apparatus at FireFest, however, was a 1917 Bickle trailer pumper owned and recently restored by Wes Thompson of Blenheim. Built by Bickle Fire Engines Ltd. of Woodstock for the Ontario Department of Lands and Forests and powered by a Midwest six-cylinder gasoline engine coupled to a 350 gallon-per-minute rotary gear pump, it could be pulled by two horses or towed behind a car or truck, whichever was available at the time of the fire. At the muster, the Bickle trailer pump was towed behind Wes's strikingly original 1921 Bickle-International pumper, ex-Dutton, Ont.

Most impressive of all fire trucks, of course, are the long, tillered hook and ladder trucks. FireFest boasted no fewer than three tractor-drawn, tillered aerials as well as a tillered 1926 American-LaFrance straight-frame Type 31 front-drive aerial and a 1950 Bickle-Seagrave 85' service aerial, ex-Hamilton. The TDA's included a 1948 International KB tractor attached to a LaFrance Type 331 aerial trailer, ex-Verdun QC; a former Philadelphia Fire Department 1962 Mack "B" Model tractor attached to a 1950 ALF 700 Series 100' aerial trailer and a 1966 Seagrave Model KT cab-forward 100' aerial with enclosed tiller cab, ex-Strasburg, Va.

The Fort Erie LaFrance Association exhibited two rigs in Chatham – a 1924 LaFrance chain-drive Type 75 pumper originally from Renfrew and a 1915 Model "T" Ford chief's car replica. Other apparatus of note include FireFest co-chair Brent DeNure's long-nosed ex-RCAF 1955 Thibault/FWD pumper and a lime-green 1961 Crown Firecoach pumper, ex-Covina CA – one of several participating rigs from Michigan. The vintage ambulances on display included a 1952 Desoto side-loading sedan-type ambulance and a boxy 1977 Land Rover field ambulance built in the UK. FireFest concluded with a late-afternoon parade from downtown Chatham to a shopping plaza at the west end of town. By then, of course, the rain had stopped and the sun came out. Despite the less than ideal weather, Firefest organizers Brent DeNure and Keith Chinnery considered the event a success and were already making plans for next year.



Two rigs from the St. Thomas Muster: Ex-Lands & Forests' 1917 Bickle Trailer Pumper and, from the officer's side this time, Aylmer's recently acquired 2003 E-One aerial tower. (Walt McCall Photos)



2016 ST. THOMAS MUSTER RIGS

1910 & 1920 Wirt & Knox Two-Wheeled Hose Carts – Lee Burrows, Dresden
1915 Seagrave 750 GPM Pumper, ex-Champaign, Ill. – Francis Glenn Collection, Blenheim
1922 Bickle-International “S” Pumper, ex-Dutton ON – Wes Thompson Collection, Blenheim
1942 General-Detroit/Ford 500 GPM Pumper, ex-St. Clair Shores, Mich. – Steve Irvine, St. Thomas
1944 Bickle-Seagrave/Chevrolet 420 GPM Pumper, ex-Exeter FD – Dan & Nancy Smith, Exeter
1948 Ford Fire Chief’s Car Replica, Iron Mountain MI – Wes Thompson, Blenheim
1949 Bickle-Seagrave/Chevrolet Pumper, ex-Thorold & Welland – Keith Davis, RR8 St. Thomas
1951 Bickle-Seagrave Canopy Cab 625 GPM Pumper – St. Thomas Fire Department
1957 American-LaFrance 700 Series 840 Open-Cab Pumper, ex-London FD – Murray Saunders, London
1962 Thibault/GMC 625 GPM Pumper, Ex-Belmont FD – Yarmouth No. 2 VFD
1966 Seagrave 100’ Tractor-Trailer Aerial, ex-Strasburg VA – Wes Thompson, Blenheim
1970 Mack CF 1000 GPM Pumper, ex-Elizabeth Borough NJ – Rob Redman, St. Thomas
1971 Dietz/Chevrolet Suburban Hightop Ambulance – Reg DeNure, Chatham
1972 King/Ford C-Series 840/400 Pumper, ex-Aylmer FD – Bill Turvey, St. Thomas
1972 King/Ford C-Series Pumper, ex-Polysar Corp., Sarnia – Herb Gallaway, Brights Grove
1974 King/Ford C-Series 1050 Pumper, ex-Port Stanley FD
1978 Horton/Chevrolet Type III Ambulance, ex-Myerstown PA – Mike Boyer, Castleton
1980 King/GMC Tanker, ex-Langford, Norfolk County – Killen Family
1981 American-LaFrance Century Series 1500 GPM Pumper, ex-PA– Rob Redman, St. Thomas
1983 E-One/GMC Pumper (chrome yellow) ex-Tri-City FD, Michigan – Chris Lambert, MI
1985 Pierce Arrow Canopy Cab 1000 GPM Pumper, ex-Harper Woods, Mich/. – Ken Seiloff
1988 Mack CF-600 1000 GPM Pumper, ex-FDNY E321 – Brent DeNure, Chatham
1991 MedTech/Ford F350 Ambulance – LeeAnn & Lorne Bradt, Leamington

In-Service Rigs

1996 Superior/Freightliner FL70 Rescue Unit, Rescue 33 – Central Elgin FD – Yarmouth Centre
2000 General/Spartan 1050/600 Pumper – Central Elgin – Yarmouth Centre
2001 E-One Cyclone II 1500/300/75’ Quint – Ladder 5, St. Thomas Fire-Rescue
2003 Superior/Ford F550 Light Rescue Unit – Rescue 10, St. Thomas Fire-Rescue
2003 E-One 2000/250/95’ Aerial Tower, ex-Zionsville, Indiana – Aylmer FD Unit #5
2004 E-One Cyclone 1500/300 Pumper – Engine 1, St. Thomas Fire-Rescue
2005 Smeal/Spartan 1500/800 Pumper – Central Elgin FD, Union – P-21
2005 C-Max Sterling 420/3500 Pumper-Tanker, Southwold Township FD Unit #9
2006 Smeal/International 840/2500 Pumper/Tanker, Central Elgin FD Yarmouth Centre, P-32
2007 E-One Cyclone 1750/800 Pumper – St. Thomas Fire-Rescue Engine 6
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 Pumper- Tanker 11
2011 E-One 1750/400/100’ Aerial Quint – St. Thomas Fire-Rescue Ladder 9
2013 Eastway/Spartan Heavy Rescue with Command Trailer – Salem, Malahide Township
2015 E-One/Freightliner 1500/2000 Pumper/Tanker – St. Thomas Fire-Rescue Tanker 8
2015 Metalfab/Spartan Heavy Rescue – R-11, Southwold Township Shedden Station
2015 Pierce/Freightliner 1250/1000 Pumper/Tanker – Lyons – Malahide Township
2015 Pierce/Freightliner Pumper/Tanker – Malahide Twp. – Summers Corners
2016 E-One/Freightliner Heavy Rescue – Central Elgin Yarmouth Centre Rescue 33



Reg DeNure's ex-Philadelphia 1965 Mack/ALF tractor-drawn aerial - Walt McCall

2016 CHATHAM FIREFEST RIGS

1870 Hyslop & Ronald Horse-Drawn Steam Fire Engine – Chatham Fire Department
1915 Ford Model “T” Chief’s car replica – Fort Erie LaFrance Association, Fort Erie ON
1917 Bickle Horse-Drawn Gasoline Pumper , Ontario Lands & Forests – Wes Thompson, Blenheim
1921 Bickle-International Pumper, ex-Dutton FD – Wes Thompson, Blenheim
1924 American-LaFrance Type 45 Pumper, ex-Renfrew FD #4419 – Fort Erie LaFrance Association
1924 Bickle-Reo Combination Hose & Chemical, ex-Port Dalhousie – Reg DeNure, Chatham
1925 American-LaFrance Type 75 Pumper, ex-Massena NY #5083 – West Thompson, Blenheim
1926 American-LaFrance Type 31 Front-Drive 65’ Aerial, ex- West New York NJ – Wes Thompson
1926 Stutz Speedway Six Fire Chief’s Roadster replica – Wes Thompson Collection, Blenheim
1927 Lorne/Stewart 625 Pumper – Ingersoll Fire Department
1938 Bickle-Seagrave 425 gpm Pumper – Tilbury Fire Department
1938 Bickle GMC Pumper with demountable cab – Orford Township
1939 Bickle-Seagrave/Gramm 625 Pumper, ex-Swansea FD – John & Neal Hendrie, Chatham
1940 Ford Sedan Delivery Police Patrol (not on site) – Doug Seager, Guelph
1941 Pirsch/International Metro 65’ Service Aerial – Chatham Fire Department
1942 General-Detroit/Ford 500 Pumper, ex-St. Clair Shores MI – Steve Irvine, St. Thomas
1947 American-LaFrance 700 Series 1000 GPM Pumper (White) ex-Roseville MI – Brent DeNure
1948 Ford Fire Chief’s Car replica, Iron Mountain MI – Wes Thompson, Blenheim
1948 Thibault/International KB/LaFrance 100’ Aerial, ex-Verdun QC – Reg DeNure, Chatham
1949 Bickle-Seagrave/International KB 625 Pumper – Blenheim Fire Department
1950 Bickle-Seagrave 85’ Open Cab Service Aerial, ex-Hamilton FD – Reg DeNure, Chatham
1950 Mack Type 505 750 GPM Pumper, ex-Highland Heights KY – Reg DeNure, Chatham
1951 Bickle-Seagrave Canopy Cab 625 Pumper, ex-Chatham FD – John & Neal Hendrie, Chatham
1951 Chrysler FDNY Chief’s Car replica – Reg DeNure, Chatham
1952 American-LaFrance bn700 Series 1000 GPM Pumper, ex-Riverview IL –Lee Burrows, Dresden
1952 McClintock/DeSoto Sedan Ambulance – Len Langlois, Chatham
1954 Armbruster/Chevrolet Sedan Delivery Ambulance – Len Langlois, Chatham
1955 Thibault/FWD 840 GPM Pumper, ex-RCAF Trenton – Brent DeNure, Chatham
1956 Ford Police Cruiser – Royal Canadian Mounted Police
1957 American-LaFrance 700 Series 1000 GPM Pumper, ex-London FD – Murray Saunders, London
1957 Fargo Salvage Truck, shop-built - ex-Windsor Fire Department – Reg DeNure, Chatham
1961 Crown Firecoach 1250 GPM Pumper, ex-Covina CA – Dave Getschman, MI
1962 Mack-B/1950 ALF 100’ Tillered Aerial, ex-Philadelphia PA – Brent DeNure, Chatham
1963 Plymouth Savoy Station Wagon Detroit Police Car Replica
1965 Mack C125F Canopy Cab 1050/300 Pumper, ex-Windsor FD – Reg DeNure, Chatham
1966 Seagrave KT 100’ Tractor-Trailer Aerial, ex-Strasburg VA – Wes Thompson, Blenheim
1966 Thibault/GMC 625 Pumper, ex-Bothwell FD –
1967 Plymouth Belvedere LAPD Police Car Replica –
1969 Plymouth Belvedere LAPD Police Car Replica -
1971 Dietz/Chevrolet Suburban Ambulance – Reg DeNure, Chatham
1972 King-Seagrave/Ford 150 Pumper, ex-Polysar Corp., Sarnia – Herb Gallaway, Brights Grove
1970 Cotner/Bevington Oldsmobile Ambulance (not on site)
1977 Land Rover 101-FC Battlefield Ambulance, ex-British Army –
1978 Hahn/Ford 1000 GPM Pumper, ex-Sedan KS –
1978 Hamerly/Dodge 4X4 Mini Pumper, ex-Lickdale PA – Reg DeNure, Chatham
1980 Mack CF-600 Canopy Cab 1000 GPM Pumper, ex-Elizabeth PA – Redman, St. Thomas
1981 American-LaFrance Century 1500 GPM Pumper, ex-Denholm QC – Brent DeNure, Chatham
1983 Emergency One/GMC Pumper, ex-Tri-City FD Michigan –
1985 Pierce Arrow Canopy Cab 1000 GPM Pumper, ex-Harper Woods MI – Cary Carruth, China MI
1988 Mack CF 1000 GPM Sedan Cab Pumper, ex-FDNY Engine 328 – Brent DeNure, Chatham
1988 Quality/Ford C-Series 1000 GPM Pumper, ex – MI Bill & Jan Rausch, Goodyear MI
1991 MedTech/Ford Ambulance, ex-Maderia Springs NY – Lorne & LeeAnn Bradt, Leamington
1840 Silsby Two-Wheel Hose Cat – Reg DeNure Collection
1869 Hand-Drawn Hose Reel – Tilbury Fire Department
1910 & 1920 Wirt & Knox Hand-Drawn Hose Reels – Lee Burrows, Dresden
Dresden FD’s “Leapin’ Lena” novelty parade unit and three motorcycles brought the count to 59.

Continuing with south-western Ontario...



Leamington Unit 145 is a 2014 Pierce Sabre quint, 1250igpm/415gwt/75' aerial.



Kingsville Engine 218, a 2006 Spartan/Fort Garry, 1050igpm/780gwt.



Kingsville Rescue 220, a 2008 Spartan/Rosenbauer heavy squad. (Rick Loiselle photos)

Hampshire is a county on the southern coast of England in the United Kingdom. The county town of Hampshire is Winchester, the former capital city of England. Hampshire is the most populous ceremonial county in the United Kingdom (excluding the metropolitan counties) with almost half of the county's population living within the South Hampshire conurbation which includes the cities of Southampton and Portsmouth. The county has a population of 1.8 million.

Hampshire is notable for housing the birthplaces of the Royal Navy, British Army, and Royal Air Force. It is bordered by Dorset to the west, Wiltshire to the northwest, Berkshire to the north, Surrey to the northeast, and West Sussex to the east. The southern boundary is the coastline of the English Channel and the Solent, facing the Isle of Wight.

Hampshire is the largest county in South East England and remains the third largest shire county in the United Kingdom despite losing more land than any other English county in all contemporary boundary changes. At its greatest size in 1890, Hampshire was the fifth largest county in England. It now has an overall area of 3,700 square kilometers (1,400 sq. mi), and measures about 86 kilometers (53 miles) east to west and 76 kilometers (47 miles) north to south.

Hampshire's tourist attractions include many seaside resorts and two national parks: the New Forest and the South Downs (together covering some 45% of the county). Hampshire has a long maritime history and two of Europe's largest ports, Portsmouth and Southampton, lie on its coast. The county is famed as home of such writers as Jane Austen and Charles Dickens, as well as the birthplace of engineer Isambard Kingdom Brunel.

Hampshire Fire and Rescue Authority formed in April 1997 with proportional representation from the unitary authorities; Southampton City Council, Portsmouth City Council and Hampshire County Council, having joint political and financial responsibility for providing a fire and rescue service for the county of Hampshire.

The HFRS has 51 stations across the county, five of these are 24 hour crewed by whole time personnel, eight are crewed 24 hours with retained on call personnel back up and the remaining 38 are crewed entirely by retained on call personnel. Its headquarters is based at Eastleigh north of Southampton and the site also incorporates its Command and Control Mobilising Centre, Training Academy and Fleet Maintenance Facility.

Its fleet of pumping appliances have been standardised on Volvo chassis, either FL614, FLL or FL260 variations. The main bodybuilder used is Emergency One (UK) based in Cumnock, Ayrshire, Scotland. Special appliances are again mostly based upon Volvo chassis, either FL7, FL10 or FM9 variations. Other chassis types include Land Rover, Steyr Puch, Iveco and MAN.

The first of a new type of pumping appliance is about to be launched based upon a Volvo FL260 12 ton chassis to be known as an Intermediate Response appliance and will be equipped with Cobra cold cutting. This will be followed later in 2016 by a First Response appliance based upon an Iveco 7 ton chassis, also equipped with Cobra. The current Rescue Pumps, which are fitted with CAFS will be known as Enhanced Response appliances. These three type of appliances will then form the back bone of the Hampshire fleet and will be introduced over the next five years.

The HFRS is also heavily involved with a co responding scheme with the South Central Ambulance Service. Fire fighters based at 18 stations across the county have been trained to a higher level of trauma care and attend incidents on behalf of the ambulance service. In 2015 the HFRS responded to approximately 10,000 co responder incidents.



The standard Rescue Pump of which Hampshire currently have 17 is based upon the Volvo FL260 chassis with Emergency One (UK) bodywork. It is equipped with a 1600 litre water tank, 100 litre foam tank and CAFS pump. This example was photographed in July 2016 at station 32 Eastleigh.



Six Water Carriers are currently in use in Hampshire, two identical to this 1995 Volvo FL7 6x4/Angloco version carrying 10000 litres of water. It is based at Eastleigh and is on the pre-determined attendance for the international airport in the town. (Photos by Colin Carter)



Two Environmental Protection Units are operated by Hampshire Fire and Rescue Service, both are based on 2013 VW Crafter panel van chassis. This example is based at Romsey Fire Station.



The second type of Water Carrier in the Hampshire fleet is slightly smaller carrying 8000 litres of water based upon either the Volvo FS7 or FL618 chassis with bodywork by Angloco. This example, the only one based on the FS7 chassis is based at station 47 Fordingbridge. (Photos by Colin Carter)



Surrey's 2015 Scania P370/Metz B42 136' Aerial Ladder Platform at Leatherhead Fire Station. This ALP is the only one of its size currently in use in the UK. (Photos supplied by Colin Carter)



The four UK OFBA members: left to right Simon Adamson, Colin Carter, Bill Hickin and Paul Measday on a Fire Brigade Society visit to the County of Surrey.



Central Elgin Rescue 23 is a 2015 Freightliner M2/E-One walk-in rescue, SO#138742.



Central Elgin Tanker 42, a 2009 Spartan Metro Star/Rosenbauer/Central, 840igpm/1500gwt. (BobRupert)



Central Elgin Rescue 33 is a 2016 Freightliner FL70/E-One walk-around rescue.



Central Elgin Tanker 32, a 2006 IHC 7400/Smeal, 840igpm pump, 2500gwt and 50gft, S#605070.



Also seen on the tour was St. Thomas Station 2, at 235 Burwell Rd. Built in 2006, it houses two pumps. (Rick Loiselle photo)



St. Thomas Pump 1, a 2004 E-One Cyclone II / Superior 1750igpm pump & 500gwt. S# 127614, SE 3218



Aylmer Unit 6, a 2002 Freightliner FL70/Superior Heavy Rescue, S# SE 2750. (Bob Rupert photos)

The article on the following page is a reprint from the February, 1972 issue of Firefighting in Canada and offers an interesting perspective on the club in its infancy.

Ontario Fire Buffs Association

OBJECTIVE: PRACTICAL SUPPORT FOR FIRE SERVICES EVERYWHERE

Fire fighters and fire departments across Canada are now getting a new kind of public support through an association formed almost by accident more than a year ago. While each of its members pursues some specialized fire service-related hobby, the prime objective of the Ontario Fire Buffs Association is the support of the fire service and fire fighters everywhere.

The O.F.B.A., which has the blessing of Ontario Fire Marshal Martin S. Hurst, was formed in late 1970. The non-profit, educational group traces its origin directly back to an informal gathering of Canadian Fire buffs, most of them from Ontario, at an antique fire apparatus muster sponsored by the Society for the Preservation and Appreciation of Antique Motor Fire Apparatus, Inc., in Syracuse N.Y. that summer.

"Those of us at the Syracuse meet were surprised to discover that there were so many others interested in the same thing," O.F.B.A. President Harold R. McMann explained.

"It appeared that each of us had been indulging in the hobby without being aware that there were others in the same area with the same interests. So right then and there we decided to form some kind of organization to bring us all together. The result was the Ontario Fire Buffs Association," Mr. McMann said.

The O.F.B.A.'s meetings are informal and relatively few, but the club's approximately 40 members keep in touch by mail and through "The Third Alarm", a bi-monthly newsletter published by Oshawa member John L. Holden.

The club's membership roster includes both professional and volunteer fire fighters, owners of vintage fire engines, doctors, school teachers, at least one newspaper reporter and representatives of many other occupations.

But all have one thing in common: a deep interest in the fire service, especially the Canadian fire service.

Applications for membership are carefully screened. Because of the association's frequent, direct involvement with fire departments, the membership committee tries to steer clear of those who could bring dis-

credit on the club or a fire department.

One of the O.F.B.A.'s most difficult public relations tasks is keeping its role clear in the public mind.

"The public for years has confused fire buffs with fire 'bugs'," Mr. McMann said. "This couldn't be further from the truth. *We are interested in the science of fire fighting and fire suppression — not arson.* We have to maintain excellent relations with fire departments or we couldn't exist.

"One of the cardinal rules of our organization is to stay out of the way at fires, to help whenever we can and to do whatever a fire department officer or firefighter asks," he explained.

The Ontario Fire Buffs Association's activities include visits to various fire departments, providing antique fire apparatus for fire department promotional projects, like Fire Prevention Week, and speaking at meetings of fire service organizations.

Last summer, for instance, club members attended the Firefighters' Association of Ontario annual meeting held in Aurora, and in October two members addressed the Niagara District Firefighters' Association. Typically, member John Holden spoke on the history of LaFrance in Ontario and fellow member Alan Craig showed colour slides of Toronto firefighters in action.

A club project is the locating and listing of every vintage fire engine

still in service or retired from Canadian fire departments.

All club members follow closely the activities of their "home" fire departments. Some specialize in photographing rigs, while others collect training manuals, apparatus rosters and department histories. Other members just like to "go to blazes" and keep detailed records of runs and multiple alarms.

At least a dozen O.F.B.A. members own antique fire engines, most of them lovingly restored to parade condition. Still other members build model fire apparatus, or just listen to their monitor radios.

The club hopes to hold an antique fire apparatus muster next year. Most of the club's members reside in southern Ontario, but it is hoped to eventually expand in scope.

Current members of the O.F.B.A. executive include: Harold McMann, Toronto, President; John Dybus, Welland, Vice-President; John Holden, Oshawa, Secretary-Treasurer; John Skillen, Toronto, Trustee; Walt McCall, Windsor, Trustee.

The club would be very pleased to hear from prospective members in Canada and from departments and individuals still owning old apparatus. Also, contributions of historical or modern day information or photos would be gratefully accepted.

The club address is Box 802, Station Q, Toronto 7, Ontario.



President Harold McMann (left) pauses with Larry Price beside an ex-Toronto 1930 Bickle owned by Larry and a fellow fire fighter in the Richmond Hill F.D.

The following article was written by Walt McCall for the TA in the spring of 1996.

THE SEAGRAVE "70TH ANNIVERSARY" SERIES IN ONTARIO

In 1951, Seagrave restyled its custom apparatus line using the name "70th Anniversary Series", celebrating the firm's long history. A distinctively new front end, with a slotted cowl replaced the full grill of the 1935-1951 era, and featured its signature nose siren mount recessed into the bodywork. A new pump panel and cabinet rear fenders improved practicality, followed by squared off front fenders in 1957, and dual headlights in 1958. The style was Seagrave's last effort to market a long-nose conventional cab in a market increasingly dominated by cab-ahead design. The firm pressed ahead despite the fact that competitor American LaFrance had already sold 1,729

of its 700-series cab-forwards before the Anniversary styling was introduced. In 1958, Seagrave bowed to market pressure and introduced their cab-forward "K" series, after which the "Anniversary" model died a lingering death, with the last delivered in 1970.

Seagrave's Canadian partner, Bickle-Seagrave (and successor King-Seagrave) of Woodstock, Ontario, shipped just over 70 "Anniversary" models from 1951 to 1959. Only 19 "Anniversary" rigs were delivered in Ontario, in-

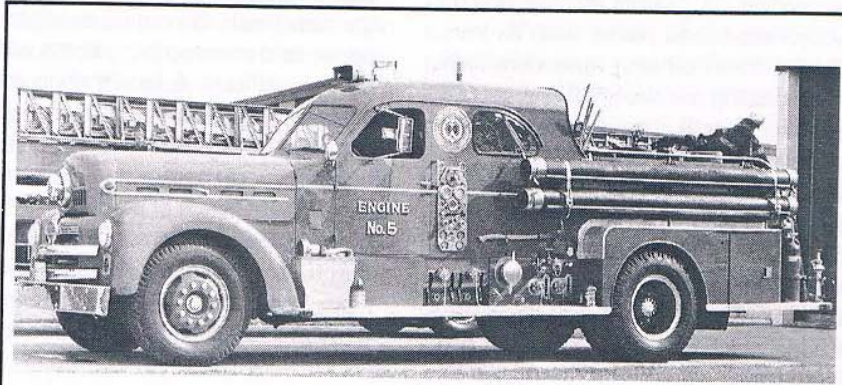
cluding seven straight-frame aerial ladders. Seagrave was at a disadvantage as it offered a 100-foot aerial ladder only as a very large tractor-drawn rig with a three-section ladder. Fire chiefs were showing strong acceptance of competitor LaFrance's compact four-section 100-foot straight-frame aerials which could fit into smaller fire stations and did not require the skills of a tillerman.

There were no Anniversary series tractor-drawns delivered in Canada. After 1959, all of Seagrave's Canadian deliveries were flat-fronted K's. By comparison, Toronto-based LaFrance-Foamite sold four custom cab-forwards in Canada for

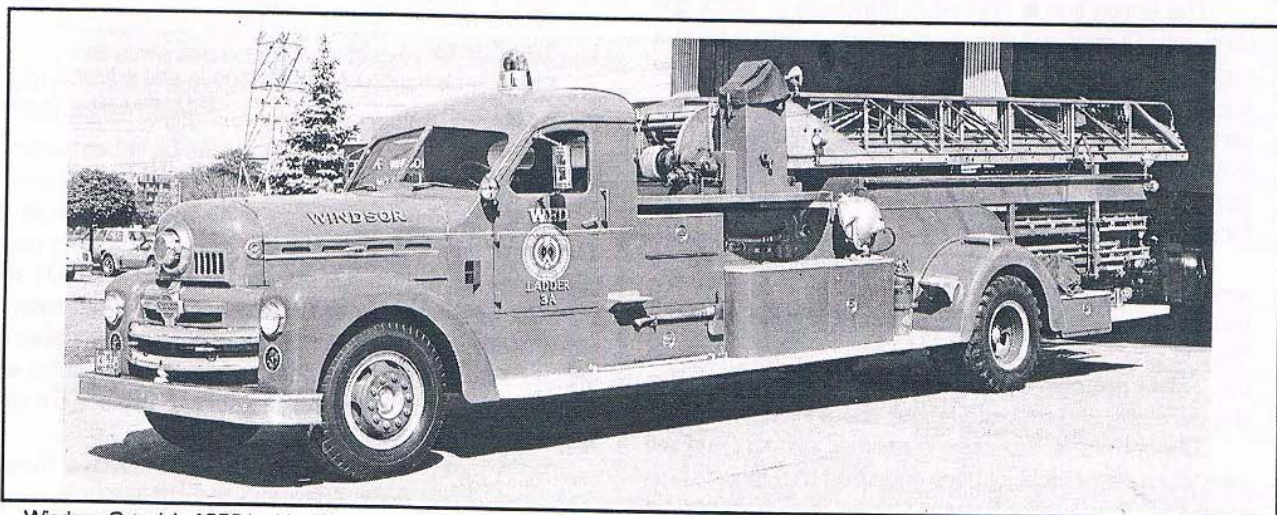
every Seagrave long-nose delivered from 1951-1959.

The series offered a range of standard power plants by both Seagrave and Waukesha, Although some US west coast customers ordered optional very large Hall-Scott engines, none were shipped in Canada.

In Ontario, most deliveries were closed or canopy cabs, in deference to climate. The standard Seagrave canopy cab required crew members to enter the rig from the rear running board, and walk down an aisle between



This 1952 delivery to Windsor was one of only two in Ontario equipped with the largest Seagrave engine, the 300 hp 900-series V-12, and a large 1050 gpm pump. The WFD bought a second Anniversary series pumper the next year, but went back to the smaller 215hp 500-series V-12, and an 840 gpm pump. The electronic siren and Federal Strato-Ray light are late additions.



Windsor, Ontario's 1952 Ladder 3A was equipped with a very compact (and fairly rare) four-section 75' aerial to reduce its overall length. This durable rig survived on the WFD roster into the 1980's. It has a 3-man closed cab, requiring the balance of the crew to ride the running boards.

twin hose beds to a bench seat stretching across the back of the cab compartment. This design reduced hose bed and booster tank capacity, so some buyers such as Brantford specified a side-entrance canopy (with no rear aisle) where the bench seat was accessed directly from openings on each side of the truck.

The biggest Canadian customer for this series was

the Canadian armed forces who ultimately owned 19, split between the RCAF and the Royal Canadian Navy.

A surprisingly large number of the Ontario deliveries have survived, either in smaller fire departments, or as parade rigs and restoration projects. If you have one, we'd really like to see it at our May 31 muster on Toronto's waterfront (see page 3).

SEAGRAVE ANNIVERSARY SERIES DELIVERIES IN ONTARIO 1951-1959

Year	Register #	Model	Vehicle Type	Cab Style	Community
1951	F-2095	400-B	625 gpm Pumper	Canopy cab	Kitchener
1951	F-2100	400-B	Pumper	Canopy cab	Cobourg
1951	F-2105	400-A	Aerial - 75'	Open cab	London
1952	F-4405	900-B	1050 gpm Pumper	Canopy cab	Windsor
1952	F-4425	400-A	Aerial - 85'	Open cab	Toronto
1952	F-5180	400-A	Aerial - 75'	Open cab	Oshawa
1952	F-6605	400-A	Aerial - 65'	Canopy cab	York Township
1952	F-6690	400-B	840 gpm Pumper	Canopy cab	Sudbury
1952	F-6694	400-B	800 gpm Pumper	Open cab	Scarborough Township
1952	F-6825	400-A	Aerial - 85'	Open cab	Toronto
1952	F-7765	400-A	Aerial - 75'	3-man closed cab	Windsor
1953	F-6693	400-B	625 gpm Pumper	Canopy cab	TorontoTwp. (Cooksville)
1953	F-9047	500-B	840 gpm Pumper	Canopy cab	Windsor
1954	H-3235	530-B	840 gpm Pumper	Open cab	Kingston
1954	H-6690	500-B	840 gpm Pumper	Canopy cab	Brantford
1954	F-7770	400-A	Aerial - 85'	Open cab	Kitchener
1955	H-4150	500-B	840 gpm Pumper	Open cab	Oshawa
1955	J-50	500-B	625 gpm Foam Pumper	Open cab	Imperial Oil Co., Sarnia
1958*	K-2080	531-B	840 gpm Pumper	Canopy cab	Woodstock
1958*	K-8350	531-B	840 gpm Pumper	Canopy cab	Scarborough Township
1959*	L-900	900-B	1050 gpm Pumper	Canopy cab	Brantford

* - Built by King-Seagrave

"Open Cab" means semi-cab style with doors but no roof.

List does not include trucks entering Ontario as re-sales from original owner, nor military rigs.

Decoding the Model Numbers: A = Aerial B = Pumper equipped with Seagrave "B" pump

400 202 hp Seagrave V-12

530 250 hp Waukesha 140 GZB

500 215 hp Seagrave V-12

800 300 hp Waukesha 145 GZB

531 251 hp Seagrave V-12

900 300 hp Seagrave V-12



One of the 1952 Anniversary Series rigs in Toronto as Aerial 26. (Neil McCarten photo)

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



Richmond Engine 3, a 2015 Pierce Dash CF 1500gpm/500gwt/50gft & Husky 12 FS .



Surrey Tanker 5, a 2015 Freightliner M2-112/Smeal 1500gpm, 2000gwt SO 4379 (Dave Stewardson)



Colwood Tower 57, 2015 Rosenbauer commander/T-Rex 1750igpm/300gwt/115' tower (Terry Yip photo)



Esquimalt, BC Engine 1 2015 Rosenbauer Commander, 1758 igpm pump, 540gwt, 50ft. (Terry Yip)



Revelstoke, BC Rescue 7 2015 Spartan Metro Star/Hub heavy rescue 100gpm, CAFS, 300gwt



Turner Valley, AB Engine 2 2015 Rosenbauer Commander 1250gpm, 750gwt, 20ft & Foampro 2001 foam system, s/n 16593. (Dave Stewardson photos)



Chestermere, AB Brush Buggy #116 is a 2015 Ford F450 4x4 /Rosenbauer, it has a portable pump, 225gft and 20gft, s/n #3795. (Dave Stewardson photo)



Parkland County, AB bought this 2016 Sutphen Monarch SP112 platform. It has a 112' tower, 3500gpm pump with a FoamPro Accumax 3090 foam system, four TFT Typhoon monitors, a SafetyVision Observer 5 camera system and a mast-mounted TIC in the bucket. (John Bowerman)



Ile a la Crosse, SK recently got this 2016 Freightliner M2-106/Fort Garry pumper, with a 1050igpm Hale pump and an 800gwt. s/n M743. (Dave Stewardson photo)



La Ronge, SK purchased a 2016 IHC 4400/Fort Garry engine, sporting a 1050igpm Darley pump, 1000gwt and twin 25gfts. Serial number M714.



Carberry, MB got this 2016 Freightliner M2-106/Acres pumper for Pump 101 earlier this year. It has a 1050igpmHale pump, 1000gwt and 25gft. Serial number 160610141.



Onanole, MB just received this 2016 Ford F550 4x4/Acres mini-pumper, equipped with a 275igpm Waterous portable pump, 400gwt and 20gft. It has serial number160923146. (Dave Stewardson photos)



Audet, QC Unité 581 is a 2016 Freightliner M2-106 / Maxi Métal 1500 gallon tanker.
(Photo by Maxi Metal Fire Trucks)



Farnham, QC received this 2016 Freightliner M2-106/Rosenbauer FX heavy rescue last winter. Unité 657 bears serial number 42190. (Photo by AeroFeu)



Brooklyn in Hants County recently received two new Pierce units to protect a major housing development and a championship golf course. Tower #6 Pierce Arrow XT 1750/270/100' s/n #27327 21 June 2016. Squad #3 for Brooklyn, Hants County, NS is a 2016 Pierce Enforcer XT 1250igpm/640gwt s/n #29315.



Recently bought by Hantsport in Hants County, NS. E-11 originally served in Arlington County, VA. It responded to the fire at the Pentagon on 9-11. Note the decals that are retained on the rig to mark this event. It also sports a roto-ray. It's a 2002 E-1 Cyclone II 1250igpm/800gwt/20gft(A). SN 124917 (Info and photos from Dave Stewardson)



Waterville and District FD in Kings County, Nova Scotia operates from 2 stations. This is Pumper 11 from its HQ's in Cambridge, a 2015 Spartan Metro Star/Lantz rig with a 1750igpm pump, 1000gwt & 25ft.



Uniacke, Nova Scotia took delivery of this 2016 Freightliner M2-106/Lantz heavy rescue early in the year. It's assigned as Unit 303. (Dave Stewardson photos)



Toronto Fire Services newest hall in Forest Hill. Station 135, located at Chaplin Cres., is only the second building to house this company since the old Forest Hill VFD was created almost 100 years ago. It's much larger than the old premises and features a LEED certification and underground parking, a first for the TFS. It went into service September 30. (Larry Thorne photo)



Oshawa Fire Station 6 is now fully operational; its barn like appearance is designed to complement the rural locale. It is located at 2339 Simcoe St. N. near Britannia Rd. and houses Pump 6. (Rob Simpson)



Two not so recent deliveries to Arnprior: Unit 9612, is a 2015 Spartan Metro Star X/Arnprior Fire Trucks rig with a 1050gpm pump and 600gwt. Arnprior 9860 is a 2013 International Terra Star/Arnprior Fire Trucks light rescue. (Photos from Ken Walton)



Ottawa's newest hall opened in the winter. Station 73 is located at 6090 Rockland Rd. in Vars. It's a volunteer station housing a pumper-tanker, tanker and support unit. (Ken Walton photo)



Earlier in the summer, several members joined John Bowerman (left) and Mark McDonald (centre) in their home province to tour Calgary area stations. Pictured here with Calgary P.5, guests (L to R) Dave Stewardson, Terry Yip and Dean Nickerson enjoyed sunny weather. Dave then hopped over the mountains for a shoot in B.C. Many of those pics have already appeared here. (Terry Yip photo)



From the B.C. leg of Dave's trip: Logistics 1 is a unit put together by the mechanics at the Nanaimo, BC Fire Dept. The walk-in rescue body came from a 1984 Anderson; the chassis came from a 1992 Simon Duplex pumper also built by Anderson. Body s/n CR-67. (Dave Stewardson photo)