



# Third Alarm



A Publication of the OFBA

Volume 48, No. 5

September-October 2018



Ken Jansen

On September 5, 2018 the OFBA lost one of its' most enthusiastic members of the past decade when recently retired board secretary Ken Jansen passed away in his 71st year after what seems to have been a very short battle with Lou Gehrig's Disease or ALS (Amyotrophic Lateral Sclerosis). Ken held member #515 and, although relatively new to the organization compared to some of us, made it a point to attend as many photo tours and functions of the club as he could even if it meant driving for hours on his own. He served as secretary on the board of directors for the years 2016 and 2017 and will be greatly missed by all who knew him. Ken had 42 years of service with the Fort Erie and Cobourg, Ontario Fire Departments and operated a first responder training service teaching first aid and CPR in Cobourg. Ken followed his father's and grandfather's footsteps into the fire service and both of his sons have followed him. Brad with Toronto Fire Services and Ken Jr. with Alnwick / Haldimand Township Fire and Rescue. Our sincere sympathies are extended to Ken's family on their loss. May he rest in peace.

# THIRD ALARM

**Volume 48 Number 5**  
**September-October 2018**

**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](http://www.ofba.ca)  
or  
[ontariofirebuffs@yahoo.ca](mailto:ontariofirebuffs@yahoo.ca)

Third Alarm is published bi-monthly in  
February, April, June, August, October,  
and December. Available free with  
OFBA membership or by electronic  
subscription.

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

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

## EXECUTIVE OFFICERS 2018 – 19

President		Secretary	Treasurer
<b>Robert Rupert</b> 7 Kerfoot Cres. Keswick ON L4P 4B8  Home: (905) 989-0769 <a href="mailto:boosterline@sympatico.ca">boosterline@sympatico.ca</a>		<b>Greg Brown</b> 405 – 38 King St. W. Stoney Creek, ON L8G 1H6  Home: (905) 722-0825 <a href="mailto:gjbrown40538@gmail.com">gjbrown40538@gmail.com</a>	<b>James Stronach</b> 22 Conifer Dr. Toronto, ON M9C 1X4  Home: (416) 621-3127 <a href="mailto:stronachsinottawa@sympatico.ca">stronachsinottawa@sympatico.ca</a>
Vice President		Membership	Director
<b>Rick Loiselle</b> 68 – 35 Waterman Ave. London ON N6C 5T5  Home: (519) 636-5257 <a href="mailto:crownrick154@gmail.com">crownrick154@gmail.com</a>		<b>Robert Herscovitch</b> 2206 – 65 Skymark Dr, Toronto ON M2H 3N9  Home: (416) 497-8968 <a href="mailto:herscovitch@sympatico.ca">herscovitch@sympatico.ca</a>	<b>Larry Ward</b> 342 Buckingham Rd. Newmarket, ON L3Y 6K5  Home: (905) 898-1305 <a href="mailto:RoyalFlush@rogers.com">RoyalFlush@rogers.com</a>
Director	Director	Past President	IFBA Region 10 VP
<b>Desmond Brett</b> 48 Glenwood Cres Toronto ON M4B 1J6  Home: (416) 750-9889 Mobile: (416) 427-9055 <a href="mailto:desmondbrett@gmail.com">desmondbrett@gmail.com</a>	<b>Bob Anderson</b> P.O. Box 1216 Cobourg, ON K9A 5A4  Home: (905) 372-6050 Work: (905) 372-6050 <a href="mailto:cobourgsafety@eagle.ca">cobourgsafety@eagle.ca</a>	<b>Rick Loiselle</b> 68 – 35 Waterman Ave. London ON N6C 5T5  Home: (519) 636-5257 <a href="mailto:crownrick154@gmail.com">crownrick154@gmail.com</a>	<b>Gary Wignall</b> 3940 Bloor St. W. Toronto, ON M9V 1M1  Home: (416) 231-3578 <a href="mailto:thewignalls@sympatico.ca">thewignalls@sympatico.ca</a>

All written material and photographs in this issue are copyright of the Ontario Fire Buffs Assoc .

## **President's Message...**

As you read this, the 47th Annual Business Meeting and 27th Annual Fire Services Collectibles Show and Sale is less than two weeks away and I hope to see as many of you as possible at the Toronto Fire Academy on November 3rd. The 50th Anniversary of the OFBA is rapidly approaching and will be one of the items on the agenda at the annual meeting so please do plan on attending.

The OFBA was well represented at the 66th Annual Convention of the IFBA held in Racine, Wisconsin from Sunday, August 19 to Wednesday the 23rd with at least five members present. Activities included apparatus displays by the Racine and South Shore Fire Departments along with a number of antique pieces of apparatus on Sunday followed by visits to five departments in Kenosha County on Monday. Tuesday saw the convention participants visiting both of the Pierce Fire Apparatus assembly plants in Appleton, WI followed by a visit to Green Bay where the fire department put on a display of apparatus before we had dinner at Lambeau Field followed by tours of the stadium. Wednesday wrapped up the convention with the annual business meeting and seminars followed by the closing banquet where the new executive board was sworn in and awards handed out. Next year's convention will be in Montreal in late June and I encourage you to attend as you won't be disappointed.

Eight members and one guest attended the August 25th photo tour of the Six Nations Fire Department and six of the eleven stations in Haldimand County. Many thanks to Ken Buchanan for making the arrangements. Thanks also to Gary Dinkel for arranging the September 15th tour in the Cambridge area. Eleven members and one guest were enthusiastically welcomed by the firefighters of the North Dumfries, Cambridge and Woolwich Township departments on a sunny and very warm day.

Until next time, stay safe and hope to see you at the Collectibles Show and Annual Meeting on November 3 which will be followed by an IFBA Region 10 meeting.

Bob Rupert

## **From our Membership Secretary**

A last minute reminder about one of the most important events on the OFBA calendar; the Fire Services Collectibles Show and Sales and the Annual Meeting, which is to be held on Saturday November 3rd. You should have a flyer, which was sent out with a previous issue of the Third Alarm, with all the details. I have again heard from several collectors who inquired about a table, as their collections were getting a little too large for their living space. There will be plenty of tables available, at no charge, for those of you who have items to sell. I'm sure many of you will also end up purchasing new items for your collection.

Dues notices for 2019 are enclosed with this issue. We would appreciate very much if you would submit your payment before the end of the year. I hope that many of you will pay at the Show, as many of you have done in past years. Those of you receiving only the electronic version will receive the notice by regular mail.

Hope to see many of you at the show. Try to bring a friend with you or your kids or grand children. It's a great place to do some Christmas shopping.

Robert Herscovitch, Membership

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

The hot weather this year seems to have resulted in a bumper crop of photos for your enjoyment, with many thanks to photos Terry Yip, Walt McCall, Gary Dinkel, Robert Herscovitch, Dave Stewardson, Ken Buchanan, Bob Rupert, John Bowerman, Ian Duke, Rob Simpson, Anthony Pisani, and Neil McCarten. Thanks Maxi Métal Fire Trucks, AeroFeu, Pierce Manufacturing, Safetek, Hub and Metalfab for photos and info.

Thanks also to Ken Buchanan, Rob Simpson, Ken Walton, Doug Holmes, Tom Sheppard, Kenneth Lai and Bob Rupert for providing info, and of course, to Walt for his column and Rob for his insightful history column.

Omissions from the last issue: in the group photo, Greg Scott is the one standing between Bob Rupert and Rick Loiselle., Mr. McDonald from the western trip is Mark, not Mike.

Desmond Brett, Editor, Third Alarm



Minutes of the 46th Annual General Meeting  
Held at the Toronto Fire Academy, November 4, 2017

President Rupert opened the meeting at 1310 hours by thanking Toronto Fire Chief Mathew Pegg and Division Chief Scott Eyers for the use of the Academy for the show and meeting.

The president then welcomed IFBA Region 10 Vice President Steve Garnett of Montreal and members Jen MacDonald, Carolyn Wignall and Dave MacDonald of the Greater Toronto Multiple Alarm Association to the meeting. He then introduced the other executive members who were present: Membership Secretary Robert Herscovitch - Toronto, Treasurer Jim Stronach - Toronto, Secretary Ken Jansen - Cobourg, Third Alarm Editor & Director Desmond Brett - Toronto and Directors Larry Ward- Newmarket and Robert Anderson- Cobourg.

As a sign up list was passed around the President asked the members present to stand and introduce themselves. The following members were in attendance: Ken Buchanan - Hamilton, James Buchanan - Hamilton, Barry Turnbull- Angus, Bill Middleton - St. Catharines, Richard Middleton- Welland, Gord Kirkpatrick- Oshawa, Lee Burrows- Dresden, Herb Galloway- Brights Grove, Walt McCall- Windsor, Lynn Peterson- Toronto, Harold McMann- Toronto, Gary Wignall- Toronto, Gord McBride- Markham, Rick Loiselle- London.

In his remarks the President talked about the show in the morning and how we were not getting people from outside the club to attend. He asked the members that if they had any ideas how to get more of the public out to let the executive know. From the floor it was suggested that we use social media more. He also reported on the two executive meetings held this year and that effective in 2018 we would drop the October Photo Tour as scheduling it has become more difficult due to the potential for iffy weather, Fire Departments doing recruitment during October, thanksgiving and Fire Prevention Week.

The minutes of the 2016 Annual General Meeting held on November 5, 2016 were approved on a motion by Rick Middleton, seconded by Rick Loiselle.

### **Financial Report**

The Treasurer reported that the club is doing well financially with a Bank Balance of \$4099.46. at the end of October along with the GIC of \$5000. More members are now taking the Electronic vision of the Third Alarm which saves the club money.

The financial report was approved on a motion by Barry Turnbull and seconded by Gord McBride.

### **Membership Report**

The membership secretary reported that the club presently has 107 Members, 97 in Canada, 6 in the USA and 4 in the UK. 42 members receive only the hardcopy of the Third Alarm, 52 get the electronic version and 28 get both. We also send out 15 copies to other buff clubs, fire departments and museums.

Robert reported that W.E.Turvey, member #031, has decided not to renew his membership. During the discussions on Robert's report Steve Garnett of Montreal asked if could become a member.

The membership report was approved on a motion by Bill Middleton seconded by Herb Galloway.

### **Third Alarm**

President Rupert congratulated the editor for a job well done once again and Des reported that everything is going well with lots of stuff coming in from members and suppliers, but he can always use more.

## **Special Events**

President Rupert thanked everybody who organized the Photo Tours this year; Larry Ward, Rick Loiselle, Walt McCall and Greg Scott who organized the June tour even though it had to be cancelled due to the floods. Members were asked for ideas for next years' tours which could include London (2 day), New Tecumseh, Essa, Barrie, Midland, Penetanguishene, and the Bruce Peninsula.

## **Old Business**

Gord McBride brought up the issue of the cover for 2HP. It seems that the truck is sitting in the bay at Station 432 covered in dust so why did we spend all that money last year purchasing the cover if it is not going to be used. The president stated he would contact Div. Chief Anselmi to find out and report back in the next issue of the Third Alarm.

## **New Business**

At the President's request members approved the purchase of a gavel for use by the President at official meetings.

## **IFBA Report**

Region 10 VP Steve Garnett reported on the upcoming conventions in Racine, Wisconsin the week of August 19-26, 2018 and Montreal June 25-30, 2019. The 2018 convention will include trips to apparatus manufacturing facilities in Oshkosh and Appleton as well as a lunch at Lambeau Field in Green Bay. The 2019 convention will occur during the Montreal jazz festival and accommodations are being lined up for one of the residences (a former hotel) at McGill University. It will also include a parade and exhibits of at least 75-80 pieces of fire apparatus, visits to various fire stations and the fire museum. Steve also reported that the IFBA had made a donation of \$ 500.00 to Houston Fire after Hurricane Harvey.

## **Nominations for Region 10 VP**

The president asked for nominations for Region 10 VP of the IFBA for the term of 2018-2019 to be elected at the IFBA Annual Meeting in Racine. Gary Wignall was nominated by Gordie Kirkpatrick and Bob Rupert. The president will advise the IFBA Executive VP of the nomination.

## **Election of Officers**

The president asked that Region 10 VP Steve Garnett run the Elections of the executive for the years 2018-2019. The following slate of officers were presented to the members: President - Robert Rupert; Vice-President - Rick Loiselle; Treasurer - Jim Stronach; Secretary - Greg Brown; Membership Secretary - Robert Herscovitch; Director - Des Brett; Director - Larry Ward and Director - Robert Anderson . After calling for further nominations from the floor 3 times with none being received Steve declared the nominations closed and that the executive as put forward was acclaimed.

## **Raffle**

The raffles were held with tickets drawn by Gordie Kirkpatrick.

1. Fire Extinguisher and First Aid Kit donated by Cobourg Safety won by Victor Priestly
2. Two Books donated by Barry Turnbull and Des Brett won by Victor Priestly
3. Plaqued Poster donated by Robert Rupert won by Ken Jansen

All three winners were also given a smoke alarm courtesy of Steve Garnett and the Pompiers Auxilliaires de Montreal.

The meeting was adjourned at 1355 hours on a motion by Gary Wignall, seconded by Gord Kirkpatrick.

Ken Jansen - Secretary, November 12, 2017

Revised - November 13, 2017

Revised - November 15, 2017





London, ON Engine 6, a 2009 Spartan Advantage/ Smeal rig, 1500igpm/1000gwt/40gft.



London, ON Engine 20, 1995 E-One Hurricane pumper, 1050igpm/500gwt/40gft.



The Technical Support Unit, a 2017 Freightliner M2-106/2004 SVI air/light (Des Brett photos)

OFBA Photo Tour, July 12 & 13, 2018  
**London Fire Department**  
 All pump/tank measurements are in Imperial gallons.

<b><u>Fire Station 1 - 400 Horton Street East @ Colborne Street</u></b>		Built 1996
Engine 1 - 2012 Spartan Metro Star Classic MFD / Carl Thibault 1250/500/50F		S#75495 *
HazMat 1 - 2004 Spartan Metro Star FF LFD / SVI walk-around heavy rescue		J#493
Service 1 - 2010 Ford F250		
<b><u>Fire Station 2 - 1103 Florence Street</u></b>		Built 2005
Engine 2 - 2007 Spartan Metro Star FF MFD / Smeal 1500/800/40F ex-E10		S#706040
Rescue 1 - 2005 Spartan Metro Star FF LFD / SVI walk-around heavy rescue ex-R2		J#492
Command 1 - 2016 Ford F250 (Platoon Chief)		
Marine 2 - 2004 Dodge Ram 2500 4x4 with Zodiac boat		
<b><u>Fire Station 3 - 550 Commissioners Road West @ Wonderland Road</u></b>		Built 1971
Engine 3 - 2016 Spartan Metro Star Classic MFD / Carl Thibault 1250/500		V#C081748
Marine 3 - 2004 Dodge Ram 2500 4x4 with Zodiac boat		
<b><u>Fire Station 4 - 807 Colborne Street @ St. James Street</u></b>		Built 1909
Engine 4 - 2010 Spartan Metro Star MFD / Carl Thibault 1250/500/40F		V#C071489
<b><u>Fire Station 5 - 751 Deveron Crescent @ Commissioners Road</u></b>		Built 1997
Engine 5 - 2010 Spartan Gladiator Sirius MFD / Smeal 75' RM 1750/400/40F		S#015140
Tanker 5 - 2013 International Workstar 7600 / Carl Thibault 500/2500		V#J754242
Tech Support 1 - 2017 FL 112 / Carl Thibault / 2004 SVI air/light unit		V#HX6419
<b><u>Fire Station 6 - 590 Oxford Street West @ Wonderland Road</u></b>		Built 1978
Engine 6 - 2009 Spartan Advantage FF MFD / Smeal 1500/1000/40F		S#809221
Truck 6 - 2016 Spartan Gladiator Classic MFD / Carl Thibault 100' RK Vulcan 1250/300		S#xv
Command 2 - 2015 Ford F250 (District Chief)		
<b><u>Fire Station 7 - 1295 Webster Street (north of Huron Street)</u></b>		Built 2014
Engine 7 - 2009 Spartan Advantage FF MFD / Smeal 1500/500/40F ex E5		S#801321
Truck 7 - 2009 Spartan Sirius MFD / Smeal 100' Platform 1500/300		S#903140
<b><u>Fire Station 8 - 1565 Western Road @ Richmond Street</u></b>		Built 1964
Engine 8 - 2016 Spartan Metro Star Classic MFD / Carl Thibault 1250/500		S#2705 *
Service 8 - 2004 Ram 3500		
<b><u>Fire Station 9 - 746 Wellington Road South</u></b>		Built 1971
Engine 9 - 2017 Spartan Metro Star Classic MFD / Carl Thibault 1250/500		S#2727 *
Truck 9 - 2008 Spartan Gladiator Sirius MFD / Smeal 100' Aerial 1500/400		S#709221
<b><u>Fire Station 10 - 2125 Trafalgar Street</u></b>		Built 1981
Engine 10 - 2012 Spartan Metro Star Classic MFD / Carl Thibault 1250/700/40F		S#75501



**Fire Station 11 - 3970 Savoy Street**

Built 2016-2017

Engine 11 - 2007 Spartan Advantage / Smeal

1250/750/25F

S#702050

Tanker 11 - 2012 International Workstar 7600 / Carl Thibault

500/2500

V#J625918

**Fire Station 12 - 275 Boler Road @ Commissioners Rd.**

Built 2001

Engine 12 - 2010 Spartan Gladiator Sirius MFD / Smeal 75'

RM Aerial

1750/400/40F SO#3847 \*

**Fire Station 13 - 790 Fanshawe Park Road East**

Built 2006

Engine 13 - 2014 Spartan Gladiator Classic MFD / Carl Thibault / 78' RK 1750/400/50F V#C078212

**Fire Station 14 - 2225 Hyde Park Road north of Fanshawe Park Rd.**

Built 2011

Engine 14 - 2012 Spartan Metro Star Classic MFD / Carl Thibault

1250/500/40F S#75496 \*

**Repair Shops - 1103 Florence Street**

Built 2005

Spare Engine 22 - 2007 Spartan Metro Star / Smeal

1250/500

S#702130

Spare Engine 23 - 1995 E-One Hurricane / Superior

1050/625/40F

SE#1492

Spare Engine 24 - 2007 Spartan Metro Star / Smeal

1250/500/40F

S#701030

Spare Engine 25 - 2007 Spartan Metro Star / Smeal

1250/500/40F

S#703020

Spare Truck 20 - 2007 Spartan Sirius / Smeal 100' RM Aerial

1500/400

S#708101

Training Station - 7109 Westminster Drive @ Highway 4

Built 1991



London, ON Marine 3, a 2004 Dodge Ram 2500 4x4 with a Leer canopy.



London, ON Service 1 is a 1999 Ford F250/shop built



## HISTORICALLY SPEAKING: TORONTO'S SHORT-LIVED EUROPUMPERS By Walt McCall

It seemed like a good idea at the time – a nimble, short-wheelbase midsize pumper that could thread its way through congested downtown traffic and into narrow streets and alleyways where a standard full-sized pumper couldn't.

In the mid-1990s, the Toronto Fire Department ordered and placed two of these unique "Europumpers" into service in the downtown core area. Designed and built on compact 1995 Mack MS-300 *Midliner* chassis by Dependable Emergency Vehicles of Brampton, they were equipped with rear-mounted 840 igpm pumps and 300-gallon booster tanks. With their roll-up side compartments and stubby wheelbases, they looked more like what you'd see in London or Paris than a typical North American pumper at the time – no surprise because the Mack MS was actually a rebadged Renault commercial chassis. Powered by a Mack/Renault six-cylinder diesel engine, their flat-faced COE four-door sedan-type cabs sat high above the road.

The Mack Midpumpers were placed into service as Pumpers 3 and 8 in 1998. After little over a year both were quietly withdrawn from service and parked in the yard at the TFD Training Academy. They were sold off not long after. Toronto OFBA member Robert Herscovitch was astonished to find them in front-line service in Bermuda in 2000. A noble, if failed, experiment -- yes – but an interesting footnote in Toronto Fire Service motor fire apparatus history!







Melfort, SK Engine 223 , a 2018 Freightliner M2 106 4x4/ Fort Garry wildland pumper.



Hartney, MB recently bought this 2018 IHC 7400 4x4 /Acres rural pumper. It has 1050igpm Waterous pump, 1400gwt and 25gft. s/n #180810169.



A new tanker for Winnipeg, MB: a 2018 Freightliner M2-112/Acres equipped with a Honda WT4 portable water transfer pump and 3500gwt. s/n #180720168. (Dave Stewardson photos)



## The Apparatus Floor....

The new **Woolwich Twp.** Station 6 in Breslau is now open at 51 Beacon Point Rd. Replacing a single bay satellite station built in 2011 on the same site, the new \$1 million facility has a three bay fire hall (two drive-through) and a two bay EMS station. **Cambridge** also has a new Station 6, located at 485 Boxwood Dr. It officially opened on September 5 although it was completed months ago. The 9300 sq ft facility has two drive-thru bays and currently houses Aerial 6 which went into service the morning the hall opened. Within hours, it was throwing water as the crew fought a major blaze at the local OPP station. **Bracebridge** officially opened their new Station 1 on September 8. It has five bays for fire and two for EMS. It is located at 225 Taylor Rd. **Brampton's** new Station 204 is now in service at 657 Queen St. W. with three bays. **Haldimand County** has acquired land for a new Fire Hall and EMS base in Caledonia. It is on the east side of Argyle St. N. between Alabastine and Gypsum Rd. north of town. Current Station 1 will be closed. **Pembroke** is erecting a new hall at Upper Valley Dr. and International Dr. Completion is planned for October 2018. Designed by Cole & Associates, Architects, it has five bays, two dormitories and a training area. **Milton** is building a new Station 1 and training centre, expected to cost \$4.6 million. It will have four apparatus bays, several training rooms, a simulation room as well as new storage facilities.



The new Woolwich twp. ON Station 6 in Breslau, located at 51 Beacon Point Rd.



Cambridge, ON Station 6 in the north-west of the city. (Gary Dinkel photos)



Brampton's new Station 204 at 657 Queen St. W. It houses Pump and Aerial 204. (Rob Simpson photo)





Kaladar-Barrie, ON R.611 2018 Freightliner M2 106/ Fort Garry 18' walk-in rescue



S. Frontenac, ON R.311(R.311 2018 Ford F550/ort Garry 625igpm(D)/300gwt/10gft



Toronto's new Highrise 332, a 2018 Spartan/Dependable collaboration. (Desmond Brett photo)

## Apparatus Roundup:

### ONTARIO \*-corrected or added information for a previous listing

Ajax	R. 43	2018	Spartan Metro Star/Rescue 1/Dependable walk-around
Kaladar-Barrie	R.611	2018	Freightliner M2 106/ Fort Garry 18' walk-in rescue
South Frontenac	R.311	2018	Ford F550/ort Garry 625igpm(D)/300gwt/10gft
Cambridge	A. 6	2018	Pierce Velocity Ascendant 1331/428/20 110'
Essex	S. 1	2018	Dodge Ram 2500 HD
Amherstburg	Tr. 2	2018	Freightliner M2-106/Fort Garry 1050igpm/1700gwt SN M916
Georgian Bay Twp.		2018	Ford F350/Mory light rescue
Severn	P.3	2018	Spartan Metro Star /Metalfab 1050igpm(H)/860gwt/30gft FoamPro 2002 FS
Toronto	HR332	2018	Spartan Metro Star/Dependable high rise unit
Sarnia		2018	Spartan Metro Star/Dependable heavy rescue
Orangeville	T.18	2018	Spartan Metro Star Dependable 1250igpm/2500gwt J#D50676
Wainfleet		2018	IHC 7400 6x4/Fort Garry PP(CET)/3000gwt

### OUT WEST

Sun Peaks		2017	Freightliner M2-106/Hub 1050igpm/625gwt/20gft j/n 1233*
Vancouver Fire Boat 2		2018	Metalcraft Marine "Firestorm 40" 40' Fire Boat 7500GPM
Pilot Mountain	E.11	2017	Freightliner M2-112/Hub 1050igpm/1200gwt/30gft j/n 1224*
McBride Fire Dist.	E.11	2017	Spartan Metro Star/Hub 1050igpm/1000gwt/20gft j/n 1225*
Little Shuswap FN (Chase)		1997	ALF Eagle 134RR/HUB 1500gpm/500gwt ex-White Rock, BC
<b>Squamish, BC</b> Quint 2		2018	E-One Cyclone II Metro 1500gpm/300gwt/100' SO#141764
Errington	E.21	2018	Spartan Metro Star/Hub pumper 1250igpm/550gwt/30gft(A) SN 5875-1236
Errington	E.22	2018	Spartan Metro Star/Hub pumper 1250igpm/550gwt/30gft(A) SN 5875-1237
<b>Vulcan, AB</b>		2018	Freightliner M2-106/Maxi Métal 1250igpm(H)/840gwt/25gft(A) FP 2001FS
Frog Lake		2018	Freightliner M2-106/Maxi Métal 1050igpm(H)/8400gwt/30gft(A) FP 2001 FS
Saddle Lake Cree Nation		2018	International 7400 4x4/ Rosenbauer 1050igpm/750gwt/40gft(A) s/n 17652
Melfort, SK	E.223	2018	Freightliner M2-106/ Fort Garry M904
<b>Winnipeg, MB</b>		2018	Freightliner M2-112/Acres Honda WT4 pp/3500 s/n #180720168
Hartney		2018	IHC 7400 4x4 /Acres 1050igpm(W)/1400gwt/25gft s/n #180810169
Ste. Anne		2018	Freightliner M2-106/Fort Garry 1050igpm(H)/800gwt/25gft s/n #M753

### QUEBEC & THE MARITIMES

Saint-Paul-d'Abbotsford		2018	Freightliner M2-106/Maxi Métal/Amiral 1050igpm/1500gwt/20gft
Saint-Paul-d'Abbotsford		2018	Ford E-450/Maxi Métal walk-in heavy rescue
Laval	205	2018	E-One Cyclone II 1500igp/600gwt/25gft SO#141846
Laval	206	2018	E-One Cyclone II 1500igp/600gwt/25gft SO#141845
Tring Junction	Unité 505	2018	Freightliner M2-106/Maxi Métal walk-in rescue
Agnico Eagle Mines		2018	Kenworth T470/Maxi Métal 1250igpm(H)/850gwt/150gft(B) Feecon FS
Bertrand	No.1	2018	Freightliner M2-106/Maxi Métal 1250igpm(H)/1000gwt/20gft(A) FP 2001 FS
Saint-Gilles	924	2018	Ford E-450/Maxi Métal walk-in heavy rescue
RM des Monts	633	2018	Freightliner M2-106/Maxi Métal 1050igpm/1480gwt/20gft
Levis	201	2018	Pierce Saber/Maxi Métal 1250igpm(H)/625gwt/50gft(A)/30gft(B) FP 3012 FS
Messines			International WorkStar/Maxi Métal 2500igwt (Used chassis)
Port Cartier	1293	2018	Freightliner M2-106/Maxi Métal 1050igpm(H)/1500gwt/25gft(A) FP 2001 FS
RioTinto (Jonquière)		2018	Freightliner M2-106/Maxi Métal 1050igpm(H)/1000gwt/40gft(A) FP 2002
Saint-Agapit,	723	2018	Pierce Saber/Maxi Métal 1600igpm(W)/1500gwt/40gft(A) FP 2001 FS
Saint-Urbain-Premier	641	2018	Freightliner 108SD/Maxi Métal 1050igpm(H)/2500gwt
Stanstead		2018	Freightliner M2-106/Maxi Métal walk-in rescue, 16.5' box
Wotton	1017	2018	Ford E-450/Maxi Métal walk-in light rescue, 14.5' box
Nord-Ouest Laurentides		2018	Freightliner M2-106/Maxi Métal 1250igpm(H)/1480gwt/20gft(A) FP 2001 FS
Saint-Laurent-de-l'Île-d'Orléans	520	2019	Freightliner M2-106/Maxi Métal 1050igpm/1500gwt/30gft
Saint-Jean-de-l'Île-d'Orléans	515	2019	Freightliner M2-106/Maxi Métal 1050igpm/1500gwt/30gft
<b>Beersville, NB</b>		2018	Freightliner M2-106/Metalfab medium rescue
Gagetown		2018	Freightliner M2-112/Metalfab 1250igpm(H)/2500gwt FP 2001 FS
Upper Gagetown		2018	Freightliner M2-106/Metalfab medium rescue
Lameque		2018	Spartan Metro Star/ Metalfab 1050igpm(H)/2500gwt FP 2001 FS
Juniper	U.3	2018	Freightliner M2-106/Metalfab medium rescue
<b>L'Ardoise, NS</b>	T.4	2018	Freightliner 108SD/Lantz 1050igpm(H)/3000gwt
Port William		2018	Freightliner M2-106/Lantz 1240igpm(H)/1000gwt





In service last month, Cambridge Aerial 6, a 2018 Pierce Velocity Ascendant, 1331igpm/428gwt/20gft/110'



The new Kitchener, ON Pumper 1, a 2018 Rosenbauer Commander R7024 pumper with a 1250igpm pump, 526gwt and a 30gft. Pumper 6 now has a twin to this rig. (Gary Dinkell photos)



Recently delivered Essex, ON Squad 1 is a 2018 Dodge Ram 2500 HD (Rick Loiselle photo)





Owen Sound, ON just received this 2018 Spartan Metro Star/Fort Garry pumper, Pumper 2 has a 1250igpm Hall pump, 830gwt and 25gft(A) s/n M880



Above: Tecumseh, ON 2018 Spartan Metro Star/Fort Garry 1050igpm/575gpm/25gft s/n M882 (Dave Stewardson photos) Below, Orangeville, ON Tanker 18: 2018 Spartan Metro Star/Dependable with a 1250igpm pump and 2500gwt. J#D50676 (Ken Buchanan photo)



2018 Dependable Spartan  
1250-2500 #D50676  
© Ken Buchanan Photo ©





Rio Tinto at Jonquière, QC recently put this 2018 Freightliner M2-106/Maxi Métal pumper-tanker in service. It is equipped with a 1050igpm Hale pump, a 1000gwt and a 40gft(A) Unité 202 also has a FoamPro 2002 foam system.



Tring-Jonction, QC, received this 2018 Freightliner M2-106/Maxi Métal walk-in rescue earlier this year, it is assigned as Unité 505. (Maxi Métal Incendie photos)



A look back, more eight series rigs...



Midland, ON Engine 3, a 1958 Mercury/American Marsh pumper, 625igpm, 500gwt. (Tom Sheppard photo)



This 1948 Ahrens Fox pumper served the Berkeley Heights, NJ FD for many years before being sold. It was last seen at a muster in the Ingersol area in 1997. The BHFD are interested in getting it back and would appreciate any info our readers might have, please contact the editor. (Ken Buchanan photo)





One of a pair of 2018 Iveco Eurocargo 120E25/Chinetti pumpers delivered to the Maltese Fire Service. They are equipped with 2400LPM pumps. (Photo from Anthony Pisani)



One of the two new heavy rescues from Singapore. DRV 911 was built on a 2018 Scania P370 chassis by Rosenbauer and features a Palfinger crane for lifting or stabilizing large vehicles. It is primarily for responding to incidents involving trucks and other large vehicles, structural collapses and trench rescues. The module on the back is removable. (Kenneth Lai photo)





Calgary, AB Tender 25 has a 2007 International Paystar 5000 /Elite rig: 840igpm/3000gwt/10gft(A)/8gft(B).



Lacombe, AB Rescue 1, a 2012 Freightliner M2-106/Rosenbauer heavy rescue.



Vancouver Command 4, a 2007 Spartan Diamond SVI that first served as a hazmat truck. In 2011 SVI configured this truck into a command vehicle, it went into service in mid-2012. (Terry Yip photos)





Racine , WI Engine 5, a 2001 Pierce Quantum, 1500gpm pump, 500gwt. J#12639



Racine Quint 3, a 2017 Pierce Impel PUC 75' quint, 1500gpm pump, 500gwt, J#30873



Ex Racine Engine 9, a 1963 Pirsch 1000gpm pump, 300gwt, S#2661(Bob Rupert photos)



## Roster - Racine, Wisconsin - August, 2018, from Bob Rupert

### Station 1 - 810 8th St

Engine	1	2003 Pierce Quantum	1500/500	J#14255
Truck	1	2014 Pierce Dash CF 100' Platform		J#27770
Medic	1	2010 Ford E450 / Medtec		
Battalion	1	2008 Ford Expedition		
Special Teams 1		2010 Pierce Arrow XT Heavy Rescue		J#23568
Tactical Command 1		1996 International / Lynch Diversified Command Unit		
Reserve Engine 31		1988 E-One Hush	1500/500	V#J1037478
Reserve Medic 31		2003 Ford E350 / Medtec		

### Station 2 - 2430 Northwestern Ave

Engine	2	2008 Pierce Quantum	1500/500/70	J#20669
Reserve Medic 2		2006 Ford E450 / Medtec		V#HA94507
Water Rescue Boat		2015 Zodiac Rec Pro 550		

### Station 3 - 1107 Lombard Ave

Quint	3	2017 Pierce Impel 75'	1500/500	J#30873
Medic	3	2015 Ford E450 / Medtec		J#17247

### Station 4 - 3829 Washington Ave

Quint	4	2017 Pierce Impel 75'	1500/500	J#30065
Medic	4	2012 Ford E450 / Medtec		V#CDB23674

### Station 5 - 2430 Blaine Ave

Engine	5	2001 Pierce Quantum	1500/500	J#12639
ex Engine	4	1989 E-One Hush	1500/500	V#K1003074

### Station 6 - 2101 16th St

Engine	6	2010 Pierce Quantum	1500/500	J#23056
Reserve Medic 6		2007 Ford E450 / Medtec		J#7863

Note: All Medic units provide Basic Life Support (BLS). When Reserve medic units are dispatched they are staffed by either engine or truck company personnel putting their primary rig out of service for the duration of the call. Similarly, Special Teams 1 is staffed by crew of Truck 1.



Racine Truck 1, a 2014 Pierce Dash CF 100' Platform, J#27770. (Bob Rupert photos)



South Shore, WI Engine 9, a 2008 Pierce Velocity rig with a 2000gpm pump and 850gwt, J#19855



South Shore Engine/Tender 10, a 1994 Sutphen product, 2000gpm pump and 2500gwt, S#HS2871



South Shore Quint 8, 1998 E-One 75' quint, 1500gpm pump and 500gwt, J#19632. (Bob Rupert photos)





SCDF Pod Carrier, on a MAN chassis. The pod contains clothing for mass decon situations.



SCDF Mass Decon vehicle was built in 2016 by Hope Technik, a local engineering firm that also designs the Red Rhino light pumps, along with manufacturer Trigen Automotive. It has capacity for eight showers or twelve stretcher patients. (Kenneth Lai photos)





SCDF Unit 597 is a medical mobile treatment unit. Launched in 2013, these units can treat up to eight severe casualties at once. The large panel on the side becomes an awning and allows access to the treatment facilities.



SCDF Heavy Command Vehicle 993 (Kenneth Lai photos)



Catching up with some Ontario deliveries over the past while..



London, ON Truck 6, a 2017 Spartan/Carl Thibault/RK quint, 1250igpm/300gwt/100' (Rick Loiselle)



Grand Valley, ON Pumper 32 is a 2017 Spartan Gladiator/Spartan ERV/DEV rig, With a 1050igpm pump and a 1000gwt. (Ken Buchanan photo)



Just delivered: South Dundas, ON Tanker 143, an Eastway product built on a 2018 Freightliner 114SD chassis with a 3000igwt. (Photo courtesy South Dundas FD)





Grand Valley Tanker 36, a 2015 IHC/Eastway pumper tanker, 1050igpm pump and a 1600gwt. SN 670612



Niagara-on-the-Lake Rescue 3 was completely rehabbed at Dependable with new roll-up doors, new checker plate and, of course, a new paint job. The 1989 DEV box originally belonged to Grimsby and was remounted on a 2002 Kenworth chassis. (Ken Buchanan photos)



A couple of Ontario trucks have recently changed their appearance, in honour of breast cancer research...



Brampton's Aerial 252, a 2004 E-One Cyclone II rig with a 1750igpm, 200gwts, and a 95' tower.  
(Rob Simpson photo)



Clearview Tanker 63, a 2013 Pierce Saber wildland pumper tanker, has a 1050igpm pump and 2100gwts.  
(Photo courtesy Clearview Fire Service)



More rigs delivered this year across the rest of the country....



Squamish, BC Quint 2, a 2018 E-One Cyclone II Metro quint, 1500gpm/300gwt/100' SN141764 (E1 photo)



Vulcan County, AB, a 2018 Freightliner M2-106/Maxi Métal 1250igpm/840gwt/25gft(A) (Maxi Métal photo)



Ste. Anne, MB received this 2018 Freightliner M2-106/Fort Garry pumper, equipped with a 1050igpm Hale pump, 800gwt and 25gft. s/n #M753. (Dave Stewardson photo)





Wotton, QC Unité 1017, a 2018 Ford E-450/Maxi Métal walk-in light rescue, 14.5' box  
(Photos courtesy Maxi Métal Incendie)



Petit-Rocher, NB No.2, a 2016 Freightliner M2-106/Rosenbauer 1050igpm Darley pump and a 1000gwt  
(Aerofeu photo)





Levis, QC 201, a 2018 Pierce Saber/Maxi Métal engine, 1250igpm Hale pump, 625gwt, 50gft(A) and 30gft(B) with a FoamPro 3012 foam system. (Maxi Métal photos)



Port Cartier, QC 1293, a 2018 Freightliner M2-106/Maxi Métal pumper equipped with a 1050igpm Hale pump, a 1500gwt and 25gft(A). It also has a FoamPro 2001 foam system.



L'Ardoise, NS T.4, a 2018 Freightliner 108SD/Lantz, 1050igpm Hale pump & 3000gwt (Lantz)



More goodies from the western tour, mostly recent deliveries...



Langford, BC Rescue 1 is a 2015 Maintainer/Spartan-MS-X 20' Non-walk-in rescue



Langley City, BC Engine 1, a 2018 Hub/Spartan Gladiator 1750/510/20 s/n 5805-1226



Victoria, BC Engine 3, a 2017 E-1 Typhoon, a 1250igpm/440gwt/20gft(A)/20gft(B) #141080. (Dave Stewardson photos)





West Vancouver, BC Engine 4, 2016 Pierce Arrow XT, 1750igpm/344gwt/30gft s/n 30100



Strathmore, AB Rescue 1, a 2013 Freightliner M2-106/SVI s/n #845 (DS)



The right side view of Vancouver, BC RE 7 with the Canada 150 wrap. The rig is a 2016 Spartan Sirius/Smeal pumper equipped with a 1766igpm pump, 400gwt, 63gft(A). (Dave Stewardson photos)



## Ontario Fire History 100 Years Ago

### By Rob Simpson

**September 10th, Newmarket** Another fire alarm on Tuesday, just before noon, the whistle sounded for the down town district, but this time it was the Fire Inspector from Toronto, who wanted to see for himself how the Firemen would respond to the alarm. He did not catch either them or the engineer napping and the water mains got a good clean out. Five streams were kept going for some minutes along Main Street, the pressure being maintained at 90 pounds, which was considered very satisfactory. The Inspector also made a tour of the Town and tested all the hydrants, so that his report is a very important one. On it will rest the rating the Town will get from the Underwriters in the matter of insurance.

**September 24th,** On Tuesday afternoon, at about 2:30 p.m. an alarm of fire was rung at the Military College. It appears that the apparatus at the College for burning trash got out of hand. The fire was extinguished within a few minutes without doing much damage.

**October 6th,** About 9:00 o'clock on Sunday night an alarm of fire was rung in to the Water-Works from Box 23, followed almost immediately by rings from Box 22 and also Box 28. The different numbers were so confusing that the Firemen did not know where to go and they waited to see some signs of fire. However there was no fire and the conclusion was arrived at that the wires had been crossed by the wind and thus caused the alarm. An examination of the Fire Boxes next morning showed that somebody had been tampering with two of them, 22 and 28, as the handles had been wrenched off each case. Tampering with the Fire Boxes and causing a False Alarm is punishable by imprisonment.

**1918 - January 1st, Brantford** - a Seagrave Triple Combination (800 gallon) Pumper was installed in the department.

**June 6th,** The McLaughlin Lifeboat Truck arrived.

**July 11th,** A Dodge Ambulance joined the fleet. The fire department had now added another service to benefit the citizens of Brantford with the ambulance and a life boat truck as they became a fully equipped ambulance rescue service. The firefighters were now trained to fight fires, drive the ambulances and attend to the patients.

**1918 - Tilbury** - A fire hall was built for the Tilbury Fire Department and attached to the tower.

**1918 - Woodbridge** - A new building is opened in the Town of Woodbridge for the newly formed (1917) Woodbridge Volunteer Fire Brigade.

**1918 - June 18th, Pembroke**'s downtown was seriously damaged by fire which started on Tuesday in the early evening. The fire was believed to have started in a livery stable in the Prince Street area. A strong north/west wind was blowing at the time of the fire. In only minutes the block of Pembroke Street West and Prince Street was in flames. People began to evacuate their belongings from upstairs apartments in the general area. The intense heat along with the strong winds made it extremely difficult to gain any control on the fire. The fire destroyed much of Pembroke's downtown.

**1918 - Collingwood - T. Webb** is elected to the role of fire chief. Bryan, a manufacturer of windows, doors, etc., fell victim to a fire this year.



**1918 - December, Chapleau** - saw the worst fire in the brigade's history occur at the Sacred Heart Catholic Church on Lansdowne Street.

**1918 - February 28th, From OFM Toronto** - The IAFF (International Association Fire Fighters) was chartered by the American Federation of Labour.

**1918 - Port Perry** - A fire destroyed the grain elevator mill offices. Following the fire, the main building was extended to the south to accommodate three more bins.

**1918 - Berlin (Kitchener)** - Weseloh-Goudies, Ltd. was destroyed by fire. The company later rebuilt as Goudies Department Store.

**1918 - December, Cobalt** - Fire Chief George Brady left to join the North Bay Fire Department.

**1918 - February 28th, Mamora** - On Monday night the village was roused by a fire alarm, and it was found that the Anglican church shed was in flames. Just how the fire started will probably remain a mystery, but it is just possible that it was caused by a spark which smouldered in a pile of ashes in the west end of the building, and was flamed by the high wind. The flames spread very rapidly and by the time a crowd had gathered the whole shed was in flames. A line of hose was stretched from the hydrant on Matthew Street, but it was found it was frozen up, and had to be changed to the hydrant on the corner of Forsythe and Madoc streets. This took considerable time, and before the water was turned on the fire, the building was completely destroyed. During the later part of the winter the chemical engines had been empty, owing to the cost of heating the hall and the danger of their freezing up and being seriously damaged. The shed contained a number of tables, benches etc. belonging to the Church, and a considerable supply of wood for next season's use. At the present price of lumber the loss of the building is a heavy one, but the loss of the material stored in the shed makes it more serious for the members of St. Paul's.

Note- since writing the above we have been informed that no ashes had been emptied in the shed for over a week previous to the fire, so that the fire could not have started from the pile of ashes. The cause remains a mystery.

**1918 - January 26th, Peterborough** - Half the block on the east side of George Street, between Charlotte and Simcoe Street, was practically destroyed to-day by a fire which broke out about 5:30 o'clock this morning, at the rear of the big Robert Neill Shoe Store. Before the blaze was finally gotten under control after a heroic fight in zero weather by the Peterboro firemen assisted by a contingent from the Lindsay Fire Brigade, the Neill store with its huge stock had been completely wiped out, and the fire had spread both north and south, gutting the top floors of the Dominion Bank Building, the Royal Theatre Building and practically ruining the Dominion Bank quarters and the Matthews-Blackwell Company's retail store, and badly damaging with smoke and water the Union Bank offices. Mr. George Sturmer, employed at Shortly's Store was the first to see the fire. He was busy clearing the snow off the side walk when his attention was attracted by a crackling noise and looking down the street saw dense clouds of smoke pouring from the Neill Store. He at once sent in the alarm and the brigade responded promptly. The big store is the distributing centre for the chain of Neill Stores throughout the Province was heavily stocked, the second and third floors being jammed with shoes. Edward Parks, an elderly employee of the Royal, who sleeps over the theatre, had a narrow escape from losing his life. He was awakened by the smoke, and escaped in his night clothes, half suffocated. When they arrived the blaze had made rapid headway. The interior of the Neill Store was already a mass of flames and it could be seen at a glance that there was little or no chance of saving the building. The contents burned fiercely and belched out dense clouds of heavy black smoke which hindered the efforts of the fire fighters. Chief Grange soon had all his available hose in action with streams playing on the blaze front and back. A telephone message was sent to Lindsay, asking for assistance, and a squad of



fire fighters arrived on a special train shortly after 9 o'clock. The visiting firemen did valiant work and their assistance was of the greatest value. However in spite of the utmost efforts of Chief Grange and his men to localize the blaze it was a losing fight. Until 7:30 o'clock it looked as if they might be successful in holding the flames to the Neill Store but then the fire ate its way under the mansard roof of the Dominion Bank and once inside the blaze made terrific headway. In a few minutes the top floor was a furnace and when the flames broke through the roof the situation was very serious. Only a narrow lane separates the Dominion Bank Building and the City Buildings and there was grave danger that the fire would spread in that direction. However, the brigade managed to hold the blaze in the bank building. Meanwhile, however, it had spread southward into the rooms over the Royal Theatre and the fire fighters had a terrible battle on their hands to keep the flames from breaking through into the Victoria Hall Building in which case the whole block would have gone. By 11 o'clock Chief Grange expressed the belief that the blaze was under control, but it required tons of water to hold the fire in the Royal (Theater) Building and this afternoon the fire fighters were still flooding the blaze. The power was shut off in the early stage of the fire, and was still off at 3 o'clock in the afternoon, with the result that the Street cars were out of commission. Many business places were without lights, and the newspaper offices were without power to operate their typesetting machines or presses. This explains the strange appearance of The Examiner to-day. The fire was probably the worst that the business section of Peterborough has ever experienced. It is thought to have originated from an explosion in the heating apparatus of the Neill Store and certainly the big start that the conflagration got before the alarm was sent in justifies this theory.

**1918 - Grand Valley** - The determination of the residents of Grand Valley was put to the test when fire erupted from a large building on the east side of the downtown core that housed Bill Graham's Creamery. It appears that the hand pump purchased after the 1900 fire was manned, pumped and flowed water for three solid days to combat the fire. Despite the extraordinary effort and dedication of those battling the fire the building was lost. At the time of the fire, Grand Valley had a "Man of War" hand pump. This building was soon rebuilt as a "concrete bunker" so that it would never be susceptible to fire again.

**1918 - April 2nd - Toronto** - A lakeside inferno occurred just a few blocks west of downtown at the foot of Bathurst Street. The Thor Iron Works, a major wartime manufacturer, covered several dozen acres on the large Bathurst Quay. Late one afternoon a processing building near the centre of the huge complex caught fire and was soon ablaze. Nearby structures were already igniting as TFD companies arrived, and began laying long lines into the property. Two more alarms were sounded as hose crews struggled to get enough water on the massive fire as hydrants south of the tracks were few and far between. Three hours later, all five Thor buildings were razed and \$250,000 damage recorded, but an \$800,000 freighter being built on the premises was saved. Hose 2 was protecting the steel vessel when their position became untenable and they had to run through flames to safety. None of the six men were seriously injured.

**1918 - April 6th - Toronto** - Just a few days later, an even worse fire hit the Galena Oil Works at Campbell Avenue & Royce Avenue (now Dupont Street). A lightning strike had ignited a large fuel tank at the sprawling complex and west end crews were greeted with a large loom-up and heavy fire conditions. Extra alarms were quickly sounded as flames spread to four more large tanks and a sea of burning fuel was created. Taking incredible risks, TFD members set up fixed streams to protect the rest of the property and wait until enough product had burned off to allow access. Two days after it started, the \$225,000 occurrence was over.



