

Third Alarm



A Publication of the OFBA

Volume 42, No. 4

July-August 2012



Lethbridge, Alberta's parade rig, a 1947 LaFrance 700 series pumper, it has an 840igpm pump, 125 gwt.
(Dave Stewardson photo).

The OFBA and executive wishes to extend a warm welcome to all attendees to the 2012 IFBA conference in Toronto and Niagara and best wishes to the GTMAA for a fine convention.

THIRD ALARM

Volume 42 Number 4
July-August 2012

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

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

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From the office of the Chief...

As with a lot of our members, I visit YouTube from time to time and search out fire related video clips. There is some very good and interesting pieces out there. Unfortunately, there are also a tremendous number of individuals who play "sidewalk Fire Chief" and feel they must criticize every action taken or not taken by the Fire Departments shown in said clips. These comments tend to take away from these posting. It is so easy to sit back and criticize when you are not at that particular incident. That being said, I am not naive enough to believe these comments will make any difference, I just needed to say my piece.

The June and July tours are now in the bag and from all reports, they were great successes. That leaves us with just the September and October tours plus the Annual Meeting in November.

Associate OFBA member Dan Jasina of Detroit Mich. was honoured by Box 42 with a Life Membership in Box 42 for his longtime positions as secretary, treasurer and editor of their newsletter. Dan has stepped down from all three positions. On behalf of the OFBA Executive and all members, I want to congratulate Dan for a job well done.

Rick Loiselle, President, OFBA

From our Membership Secretary...

July 14th and 15th was the 2 day photo tour of Mississauga and I would say that it was a great success, with approximately 20 attendees on the first day and more than half that number on the 2nd day. While all around us, the heavens opened up, we amazingly had only 5 minutes of light showers in the 2 days - otherwise it was sunny or only partly overcast - excellent conditions for photographing over 50 pieces of apparatus. We managed to cover all 20 Mississauga Stations in the 2 days, including a couple that were not originally on the list, but since we were running ahead of schedule, decided to include them. Showing up ahead of schedule at many of the stations and arriving unannounced at 2 without any prior notice, was not a problem. Every crew went out of their way to accommodate us and position the trucks where ever we wanted them for the best shot. Our sincere thanks to the Mississauga Fire and Emergency Services for a most enjoyable weekend.

It appears that members are thoroughly enjoying the electronic version of The Third Alarm, with approximately 40% now receiving it that way. What a difference to see all the photos in colour. A number are receiving both versions, as they still like to have the printed copy. We do receive requests from individuals who are not members of the OFBA, but have seen our publication and would like to receive it electronically. We would be very happy to oblige them - at only \$15.00 for a year's subscription. So if you do get requests, please have them get in touch with us.

Enjoy the rest of the summer and keep safe.

From the Editor...

Welcome to the British Issue, Part 2. With a spectacular, if damp, and incident free jubilee behind them, London's emergency services are geared up for the Olympics. By any measure, this has been a hugely challenging year for the LFB and the other emergency services and they have handled things remarkably well. Thanks to Bill Hickin, we have the second half of the London article, touching on last year's tribulations. As usual, for photos, I would like to thank Bill again, and Neil McCarten, Dave Stewardson, Terry Yip, Doug Holmes, Ken Buchanan and Rob Simpson. Thanks are also due to Ken Buchanan, Jamie Larner, Terry Yip, Bob Dubbert, John Bowerman, Dave Stewardson, Bertrand Reed Wannamaker, Rick Loiselle and Dean Nickerson (fire wiki) for apparatus info.

Desmond Brett, Editor, Third Alarm

Calendar of Coming Events

On now to September 30. Cité de l'énergie in collaboration with the Canada Science and Technology Museum presents the exhibition entitled "**Fire! Fire!**". Major apparatus display, indoors, admission charge. Espace Shawinigan, 1882 Cascade, Shawinigan, QC
<http://www.citedelenergie.com/en/amuse-yourself/fire-fire/index.aspx>

Also on until September 30, the Quebec Firefighter Museum Foundation is presenting an historical display of firefighting artifacts at the Société d'histoire de La Prairie-de-la-Magdeleine (the Old Market Building) at 249 rue Sainte-Marie, La Prairie, QC. Free admission.

- August 11 WAMBO Fire Apparatus Muster, Wallaceburg
- August 15 - 18 60th Annual IFBA Convention, Toronto (for info: <http://www.torcon2012.com/>)
- September 8 Photo Tour - Guelph – Eramosa Twp.
- September 22 Chatham FireFest 2012, Chatham Civic Centre; antique fire apparatus and other emergency vehicles, parade, pumping demos, safety displays – free for exhibitors and the public. For more info: www.firefest.ca
- October 13 Photo Tour - Town of Caledon (Note date change).

With the members:



Dutton-Dunwich FD, including OFBA member Andrew Baird, are now the proud owners of this 2012 Spartan Gladiator/Crimson/DEV pumper. It has a Hale 1250igpm pump and an 800gwt, running as Pumper 2.
(Andrew Baird photo)



This is Special Operations Vehicle 101, inhabiting Station 114 when we visited (it alternates with H101 at Station 109). The truck is a 2006 Freightliner M2 equipped to handle pods, the Trench Rescue Pod was ordered at the same time.



Command Post 101, remounted on a 2011 Freightliner M2 chassis by Peel Truck. The body is a 1997 Metalfab product. It is running from Station 117. (Desmond Brett photos)



Two rigs from La Prairie, QC, on Montreal's South Shore. 627 (Pumper-tanker, Station 27) is a 2009 Pierce Contender 1250/1500. 427 is a 2011 Pierce Arrow XT with a 100' aerial. (Bertrand Campo photos).



The London Fire Brigade, 2012 (Part 2) by Bill Hickin

The recently opened London Operations Centre in Merton, SW London includes Brigade Control as well as the Emergency Planning Unit, co-ordinating and supporting the London Boroughs in dealing with civil emergencies, and also the Resource Management Centre which, as its name indicates, programmes and manages the brigade's day-to-day personnel and equipment resources. The new centre also now includes the Fire & Rescue Service National Co-ordination Centre, formerly operated by the West Yorkshire Fire & Rescue Service. The new building was built as one of 9 Regional Control Centres, in which all county fire controls would be consolidated. However, due to the ever-rising cost of the computer software, the scheme was abandoned by the present coalition government and brigades have retained their controls, only combining with neighbouring controls by agreement. London, being its own region, is the only brigade to utilise its regional control building.

Brigade Control handles over 155,000 incidents annually, actually dealing with a much larger number of calls where they are to the same incident. Stations are mobilised by tones and teleprinter message, with a target arrival of the first engine of the standard 2-pump Pre-Determined Attendance (PDA) within 6 minutes and the second engine within 8 minutes. In contrast to the North American 2nd, 3rd, etc. Alarm system, assistance is requested by number of pumps, termed a "Make Up" e.g. "Make Pumps 8" (equivalent to a 3rd Alarm), such messages automatically attracting predetermined specials and officers. Fill-Ins are known as "Stand-Bys".

Stations are identity-coded in five lettered groups - A, E, F, G and H and numbered in each from 21 onwards e.g. F21, F22, F23, F24 etc., G21, G22, G23 etc. and vehicle call-signs are based on these alpha-numeric station codes i.e. Pump Ladder 1, Pump 2, Turntable Ladder 3, and so on. Thus for example H211 is the Pump Ladder at H21 Clapham, F302 is the Pump at F30 Leytonstone, A213 is the Turntable Ladder at A21 Paddington. There are 3 radio channels in use - call signs M2FN, M2FE and M2FS, covering north-western, north-eastern and southern stations respectively - plus a brigade-wide and/or spare channel - M2FH.

The brigade responds to a wide range of non-fire incidents, termed "Special Services", although not to co-responder medical calls. However, all operational personnel have been trained by the London Ambulance Service in Enhanced First Aid and defibrillators to provide improved medical aid at incidents to which they are called and where difficult and protracted rescue situations may be encountered.

Most training is carried out at the Brigade Training Centre in Southwark and at several stations and which has recently been out-sourced to Babcock Training Ltd., a major training company in the UK, who will build two training centres at Park Royal (West) and Beckton (East) together with upgrading training facilities at selected stations. Advanced officer development and USAR training is undertaken at the Fire Service College, Gloucestershire in the West of England, the national college.

Station personnel are conditioned to a 4 Watch (shift) 42-hour week comprising 2 day shifts of 10 and a half hours followed by 2 night shifts of 13 and a half hours followed by 4 days off. Officers of Station Manager rank and above operate the flexible duty system, whereby they operate largely on a day duty system with rostered availability at night and weekends. The rank structure is as follows - Firefighter FF, Crew Manager CM, Watch Manager WM, Station Manager SM, Group Manager GM, Deputy Assistant Commissioner DAC, Assistant Commissioner AC, Deputy Commissioner DC and Commissioner. Epaulette rank markings are based on an impeller symbol. Firefighting uniforms comprise a navy blue bunker coat and overtrousers, leather boots and the European "jet" style helmet. Firefighters and Crew Managers have yellow helmets, with Watch Managers and above having white helmets, rank being indicated by a system of black stripes on the helmets.

During the civil disturbances in London between Saturday 6 and Tuesday 9 August 2011, the brigade was fully occupied in dealing with the many fires started deliberately. On Saturday 6 August 264 emergency 999 calls were received between 2130 and 0430 on the Sunday morning and 49 primary fires were attended in the Tottenham area. From the Sunday evening a further 445 calls were received between 2000 and 0800 on Monday, including 10 primary fires in Edmonton, three in Brixton and one in Peckham, with some attacks on fire appliances in Brixton Road. The worst night was Monday 9 August, during which 2,169 calls were received from 1800 to 0730 on Tuesday, with 57 primary fires including seven 4-pump fires, two 6-pump

fires, one 8-pump fire, one 10-pump fire and one 11-pump fire in the boroughs of Ealing, Enfield, Barking and Dagenham, Greenwich, Southwark, Croydon, Merton and Wandsworth - Croydon being particularly affected, having four multi-pump fires; serious fires in Reeves furniture store at Croydon and the Sony distribution centre in Enfield were particularly noteworthy. Throughout the period, until the police could secure an area, many fires spread extensively before fire crews were able to safely enter the area and commence firefighting, crews and appliances still being pelted with missiles at some incidents. Forward Mobilising was used during the period, whereby a number of appliances were staged at selected fire stations - designated Forward Control Mobilising Points (FCMP) - close to the major incident areas and ordered on as required following assessment of the local situation. Edmonton and Stoke Newington were so designated on Saturday, Lambeth and Edmonton on the Sunday and Forest Hill, Norbury and Wembley on the Monday.

Although Tuesday 9 August was largely calm throughout London and there were no further fires associated with the unrest, there were 1,823 calls received between 0001 and 2359, including four 4-pump fires, one 5-pump fire and one 6-pump fire. Tottenham fire station had been temporarily closed during this period but had reopened by Wednesday 10 August. Overall, the brigade dealt with over 100 serious fires relating to the civil disturbances and Brigade Control received over 5,000 calls during the four-day period with staff remaining on duty to assist the oncoming watch during the critical periods. Ten firefighters were injured, including two attacked while travelling to and from duty at their stations, eight engines had their windscreens smashed and two officers' cars were attacked. Call statistics relate to all calls throughout London while those for primary fires relate to the civil disturbances. Support for the LFB was provided by surrounding county fire & rescue services, which stood-by at some vacated London stations and Hertfordshire and Essex appliances also attended the Sony, Enfield incident.

Of topical interest is fire protection for the extensive facilities prepared for the 2012 Olympic Games, the Olympic Park at Stratford in East London being covered by three temporary stations running Mini Cooper light pump vehicles supplied by BMW, the Olympic car sponsor, plus a standard engine. Moreover, safety advice and assistance is also being provided at other Olympic venues around London, such as Greenwich (Equestrian) and Woolwich (Shooting).

Brigades surrounding London are, from the west clockwise, Berkshire, Buckinghamshire, Hertfordshire, Essex, Kent and Surrey, each of which cover sizeable suburban towns immediately outside the London boundary and whose stations are, with four retained (on-call) exceptions, all whole-time (career). Joint first-attendance and mutual aid is provided along the respective boundary areas.

Other British brigades, such as Greater Manchester, West Midlands (Birmingham-based) and Strathclyde (Glasgow-based) are large but the LFB currently remains the largest brigade in the United Kingdom protecting its largest city and capital. However, a national Scottish Fire & Rescue Service, absorbing the existing 8 Scottish brigades and comprising 8,000 personnel, will come into being in April 2013 and will then be the biggest FRS in the UK.



An LFB Hose Layer Unit, from F43 Barking, on a 2010 Mercedes Atego.



Above: One of the seven LFB Aerial Ladder Platforms (ALP 14). This 2007 Mercedes Eonic/Magirus runs from E41, Dagenham and has a 100' platform. (Bill Hickin)



Command Support Unit 1, one of eight used by the brigade. Built on a 2006 Mercedes Atego 1224 chassis, it runs from A34, Edmonton. At major incidents, as many as four of these will be used.



A new delivery for Lethbridge, AB. This 2012 Spartan Gladiator/Rosenbauer 1500igpm/550gwt/50gft is assigned to Engine 3. Below: Calgary HazMat 17, a 2009 Spartan/SVI. (John Bowerman photos).



Anglemont, BC RIV 1, a 2012 Fort Garry/Ford F550 with 840igpm/300gwt/10gft. (D. Stewardson)

The apparatus floor...

From Dave Stewardson: WINNIPEG awarded the contract for 8 new pumpers to Fort Garry Fire trucks on 14 June 2012. The pumpers will be 1250/600 to 650/30 on Spartan Metro Star chassis.

And from Rick Loiselle: London is adding a third bay to Station 6. Car 2 will be moved to 6's once the addition is completed. We are still waiting for the 3 rescue pumpers from Carl Thibault.

CALGARY's latest delivery, Haz-Mat 17, runs from station 17 near the U of C. It was determined another Haz-Mat unit was needed asap due to the number of research labs (oil companies and pharmaceutical companies) that have been built inside and bordering the U of C. It was built in 2009 using a 2009 Spartan Gladiator Classic LFD 20" RR, 3-Passenger w/ Command area in cab, 425 HP ISL Cummins, Allison 3000 EVS, SVI 20' Walk Around Body with rear stairway, roof storage (This one differs from other CFD Haz-Mats, which are Walk-Ins), 8,000W Command Light and 1 Command Light traffic light flow board. Spartan VIN is 9CO71563; SVI VIN: 748, Completion date of May, 2012 (SVI re-numbered their body based on the modifications made to it). This vehicle went into service June 9th with 40,000 miles on it. (John Bowerman)

Robert Herscovitch points out that COLLINGWOOD has tendered for a new Headquarters with eight bays to be built by August, 2013 at 45 High St. It will be designed by McKnight Charron Lauren Architects of Barrie, total cost just under \$5 million. It will also house fire prevention, training and a regional control centre. The present hall, built in the 1980's to house the Fire Department and the Police Dept. will be taken over by the OPP and modified to suit the needs of the police detachment.

The following is Hub's current production list, provided by Terry Yip:

- # 1107 VERNON BC, an M2 4WD 2 door pumper/tanker (chassis delivered)
- # 1109 LUMBY BC, an M2 4WD 2 door rescue/command (chassis delivered)
- # 1114 TAPPEN/ SUNNYBRAE BC an M2 2door tanker (chassis delivered)
- # 1115 SWANSEA BC, an M2 2 door tanker (chassis delivered)
- # 1116 MALAKWA BC, an M2 2 door tanker (chassis delivered)
- # 1119 COLWOOD BC, a Spartan 4 door rear pumper (chassis delivered)
- # 1120 MISSON BC, an M2 4WD 4 door pumper (chassis delivered)
- # 1121 YELLOWHEAD ALBERTA, a F 550 4 door CAFS pumper (chassis delivered)
- # 1122 SALMO BC, an International 4400 4 door CAFS pumper (almost completed)
- # 1123 JOE RICH BC, an M2 2 door tandem axle pumper/tanker (50% complete)
- # 1124 HARRISON HOT SPRINGS, a Spartan 4 door pumper (chassis delivered)
- # 1126 PCS POTASH MINES, SASK. an M2 4 door pumper (chassis delivered)
- # 1127 TECK COAL MINES in BC, an M2 4 door 4WD pumper
- # 1128 TECK COAL MINES in BC,(as above)
- # 1129 BRIDGE RIVER NATIVE BAND in BC, an M2 4 door pumper (chassis in)
- # 1130 TOBACCO PLAINS NATIVE BAND in BC, an M2 4 door pumper (chassis delivered)
- # 1131 ROCANVILLE SASK., an M2 4 door pumper
- # 1132 WINDERMERE BC, a Spartan pumper
- # 1133 PENTICTON BC, a Spartan pumper
- # 1134 LAKE COUNTRY BC, an M2 4 door pumper
- # 1135 LAKE COUNTRY BC, an M2 4 door tanker
- # 1136 BOWEN ISLAND BC, a Freightliner "CORONADO "pumper/ tanker
- # 1137 OTTER POINT BC, a Spartan punper
- # 1138 PORT McNEIL BC, a F350 Chief's pickup
- # 1139 CHILLIWACK BC, an M2 2 door tanker
- # 1140 LAVINGTON BC, an M2 4 door tanker

Apparatus Roundup

| | | |
|---------------------|------|--|
| Nantes, QC | 2012 | IHC 7400/Maxi Metal 1050gpm/1500gwt/20gft |
| St. Chrysostome 501 | 2012 | Freightliner M2/Maxi Metal command post |
| Laval | 2012 | E-One Cyclone II 1650igpm/250/100' rearmount |
| LaPrarie 427 | 2011 | E-One Cyclone II 100' rearmount |



Delivered not long before the shoot, this pumper-tanker from Bryanston is also part of Middlesex Centre. Done up in a darker red, it is a 2012 IHC/Metalfab 420igpm/1550gwt. (Rick Loiselle photo)



Central York Engine 411, another recent delivery, is a 2012 Spartan Gladiator/DEV 2000igpm/650gwt (SN CF211094). It runs from Headquarters in Newmarket. CYFS is replacing three more rigs this year, a pumper, a tanker and the platform. (Neil McCarten photo)

Ontario

| | | |
|-----------------------|------|---|
| GTAA E11 | 2012 | Pierce Velocity PUC 1250igpm/800gwt |
| GTAA L21 | 2012 | Pierce Velocity 1250igpm/400gwt/75' rearmount |
| Burlington (two) | 2012 | Spartan Metro Star/DEV heavy rescue |
| Dutton-Dunwich P2 | 2012 | Spartan Gladiator/Crimson/DEV 1250igpm/800gwt |
| Temiskaming Shores | 2012 | Freightliner M2/DEV 1050igpm/2000gwt/30gftA SN 20121 |
| N. Perth (Listowel) | 2012 | Spartan Metro Star/Metalfab 1050igpm/700gwt FoamPro 2002 FS |
| Rosemont | 2012 | Pierce Contender 1250igpm/1800gwt |
| Norfolk R9 | 2012 | Spartan Metro Star heavy rescue |
| Kawartha Lakes (4) | 2012 | Spartan Metro Star/Crimson/DEV 1250igpm/2000gwt SN 211122-01/02/03/04 |
| S. Frontenac Tkr 9 | 2011 | Kenworth T370/Arnrior |
| S. Dundas C.1-1 | 2012 | Ford F150 4x4 pick up |
| St. Marys | 2012 | Freightliner M2/Rosenbauer 2500gwt |
| Amherstburg | 2012 | Spartan Force/Fort Garry 1250igpm/800gwt M280 |
| N.E. Manitoulin Tkr 3 | 2011 | Freightliner M2/DEV PP/1800gwt (*) |
| Ontario Power Gen. | 2011 | Spartan Metro Star/Crimson/DEV 1750igpm/750gwt/30gftA SN #211052(*) |
| North Bay | 2012 | Spartan Metro Star/Crimson/DEV 1500igpm/1000gwt/30gftA SN #211063(*) |
| Middlesex Centre | 2012 | IHC/Metalfab 420igpmPTO/1550gwt |
| Goderich | 2012 | Spartan Metro Star/Spartan ERV 1250igpm/625gwt |
| Schreiber Twp. | 2012 | Pierce Contender 1050igpm/800gwt |

(*) Listed previously with incomplete info, thanks to Jamie Larner at DEV for the additional details.

Out West

| | | |
|--------------------------|------|--|
| Anglemont, BC RIV #1 | 2012 | Fort Garry/Ford F550 840/300/10 s/n #M331 |
| Mission, BC E1 | 2012 | Spartan Metro Star/Hub 1500igpm/500gwt Foam Pro 2001 |
| North Cedar | 2012 | Freightliner M2/DEV PP/1800gwt |
| Kelowna Airport (YLW) | 2012 | Oshkosh Striker 3000 1625//2500/350 500# DC |
| Kamloops Airport (YKA) | 2012 | Oshkosh Striker 1500 1625/1250/175 500# DC |
| Shell-Glen | 2012 | IHC/4400/Hub 1050igpm/800gwt/25gft Foam Pro 2001 FS |
| Lower Nicola FN | 2012 | Ford 5500 4x4/Hub 250igpm/200gwt Hub FF200 CAFS |
| Leduc, AB | 2012 | Pierce Arrow XT 1750/250/20/100' |
| Bonnyville R55 | 2012 | Smeal/Spartan Metro Star 1050/500/30 |
| Rockyview County | 2012 | Smeal/Spartan Metro Star 1050/600/30 |
| Strathcona Cnty T4 | 2011 | Crimson/FL-M2-112 1500/3200/28' Boomer |
| Lethbridge E3 | 2012 | Spartan Gladiator/Rosenbauer 1500igpm/550gwt/50gft |
| Smokey River | 2012 | Kenworth T370/Crimson/DEV 420igpm/2500gwt SN #10206 |
| Christina Lake | 2012 | Freightliner M2/Smeal 1250igpm/500gwt |
| Suncor, Edmonton | 2012 | Spartan Gladiator/Smeal Hale 2000igpm pump /Chubb-National Foam input, 1500gft |
| MD of Foothills E9 | 2012 | Pierce Saber custom 1050igpm/800gwt/16gft |
| Melville, SK | 2012 | M2/Grunthal 625igpm/2500gwt |
| Kindersley RE2 | 2012 | Spartan Metro Star/Rosenbauer 1050igpm/800gwt/30gft |
| St. Walburg | 2012 | Freightliner M2/Hub 840igpm/800gwt Foam Pro 1600 FS |
| Manitoba Hydro (Selkirk) | 2012 | Ford F550/Fort Garry light rescue |
| Portage la Prairie E-1 | 2012 | Rosenbauer/FL-M2-112 1050/2000 |
| Erickson, MB | 2012 | IHC 7500/Acres 1050/840/25 CAFS |
| Cross Lake FN | 2012 | IHC/4400/Fort Garry 1050igpm/1000gwt/20gft Foam Pro 1600 FS |

Maritimes

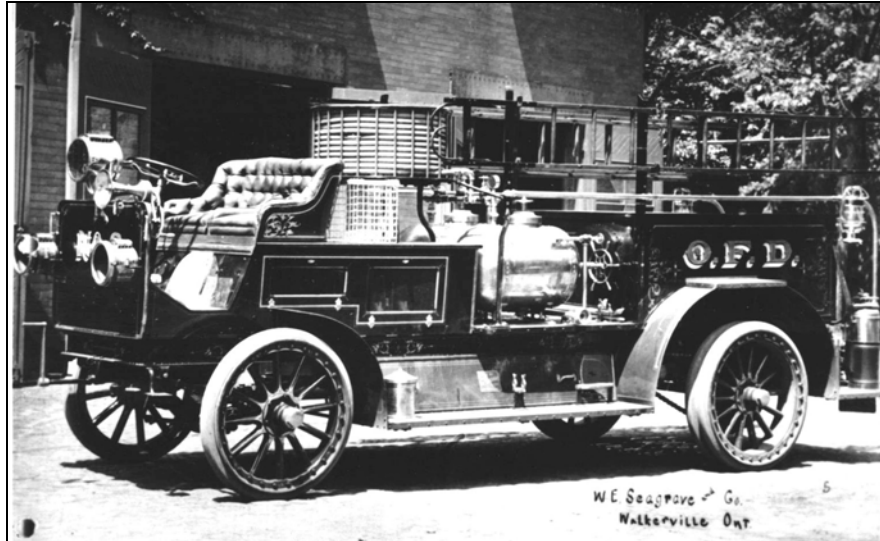
| | | |
|---------------------|------|---|
| Springhill, NS T1 | 2012 | Sutphen Monarch 1250igpm/400gwt/95' tower |
| Elmsdale | 2012 | Spartan Metro Star/Metalfab 1050igpm/1200gwt/2x20gft FoamPro 2002 |
| Abercrombie | 2012 | IHC/4400/Metalfab 1250igpm/850gwt/25gft Foam Pro 2001 FS |
| Oxford | 2012 | Freightliner M2/Metalfab 420PTOigpm/1500gwt |
| Enfield Brush Truck | 2012 | Dodge Ram 550 4x4 pickup w/ skid & 240gpm PP, 400gwt, 10gft. |
| Morell, PEI | 2012 | IHC 7400/Metalfab walk-in rescue |
| Montague | 2012 | Freightliner M2/Metalfab 625PTOigpm/3000gwt |
| Nauwigewauk, NB | 2011 | Freightliner M2/Metalfab 1050igpm/1000gwt Hale Foamlogix 3.0 FS |



London's new tanker, assigned to Station 11, is a 2012 IHC/Carl Thibault 500gpm/2500gwt. (Rick Loiselle photo)



One of a pair of 2011 Spartan Gladiator/Rosenbauer 100' aerials bought by Niagara Falls, NY last year. They were assigned to Truck 2, above, and Truck 1, running with E.7 and E.4.. (Doug Holmes photo).



1911 W.E. Seagrave Combination Hose & Chemical Car of same type used in the Windsor test run. This one went to Ottawa. Toronto got a similar rig, its first motor apparatus, the same year. - Walt McCall Collection.

HORSES VERSUS HORSEPOWER:
1911 CONTEST PITS MOTOR FIRE APPARATUS AGAINST HORSE-DRAWN RIG
By Walt McCall

Just over 100 years ago, the Windsor Fire Department participated in an epochal contest that pitted a horse-drawn fire wagon against a fast-emerging rival -- one of the new-fangled *motor-driven* fire trucks. The test run was arranged by Windsor Alderman Thomas Eansor. No one at the downtown fire hall knew when -- or where -- the alarm would come from. Just after 3:00 pm. on the afternoon of Thursday, April 27, 1911, Fire Chief George Murray pulled the hook on fire alarm box No.27 at the corner of London St. (now University Ave.) and Campbell Ave. Two pieces of fire apparatus responded to the clanging alarm bell -- a combination hose and chemical wagon drawn by two veteran fire horses, and a spanking new motor hose combination car built by the W.E. Seagrave Company in neighboring Walkerville.

“The auto jumped into the lead and had no difficulty in maintaining it all the way”, the report in the following day’s *Windsor Record* duly reported, in an article headlined *Auto Fire Wagon Demonstrates Its Superiority Over The Horses*.

The 1911 Seagrave Model AC53 motor hose wagon, powered by an aircooled four-cylinder motor, made the two-mile run from the Windsor Fire Department’s Headquarters Station on Pitt St. E. in four minutes and 28 seconds. It took the horse-drawn hose wagon seven minutes and 21 seconds to cover the same distance. The return run back to the fire hall was actually made one minute faster than the response to the original alarm.

“The horses were about ‘all in’ at the end of the long run”, the newspaper report noted. “The test run emphatically demonstrated the great efficiency of the auto wagon. The Seagrave machine is complete in every detail and can certainly cover the ground”. Before leaving the fire hall, Warren E. Seagrave -- President of the W.E. Seagrave & Co. -- gave firm instructions to his driver, C.O. Lanthorn, of the parent Seagrave Company’s plant in Columbus, Ohio ...”not to take any chances whatsoever. He could have clipped off another minute or two in reckless driving, which he refused to do”. The run time was clocked by Alderman Eansor, who had a stopwatch in each hand. Total run time including hooking a hose up to a hydrant and opening the nozzle.

Despite this convincing demonstration, three more years would pass before the Windsor Fire Department purchased its first motor fire apparatus -- a big automobile pumping engine built by W.E. Seagrave in Walkerville.

Frederic S. Seagrave, founder of The Seagrave Co. of Columbus, O., set up a Canadian subsidiary company in Walkerville in 1901. A few years later the thriving company moved into a large, new plant on Walker Road. The company began making motor-driven fire apparatus in 1909. The W.E. Seagrave Co. went out of business in 1918. After 103 years, the historic two-story factory building was demolished in 2008.



Tsq'escen FN in Canem Lake, BC received a 2012 Freightliner/Hub 840igpm, 500gwt, 25gft with a Foam Pro 1600 FS. New Westminster, BC Engine 3 is now running a 2011 Pierce Velocity PUC pumper with a 1250igpm pump, 400gwt and 40gft. It also has a Husky 12 foam system. SN 25135. (Terry Yip photos)



Leduc, AB's new Tower 1, a 2012 Pierce Arrow XT 1750igpm 250gwt, 20gft with a 100' Skyarm, (Dave Stewardson photo)

Bracebridge, Ontario roster, provided by Larry Ward.

| | | |
|-----------|---|---|
| Station 1 | 16 Dominion St., Bracebridge (1981) | |
| Pumper 5 | 2003 | Spartan/Metalfab 1050igpm/800gwt |
| Ladder 11 | 2010 | Spartan/Carl Thibault 1500igpm/800gwt/25gft/75' rearmount |
| ESU 3 | 1997 | IHC/Metalfab emergency support unit. |
| Tanker 6 | 2006 | GMC Top Kick/Metalfab 420igpm PTO/1500gwt |
| Tanker 8 | 1999 | Western Star/Metalfab 420igpm PTO/1500gwt |
| Marine 9 | 2000 | 26' Bullnose boat, 2 x 200hp Yamaha outboards |
| Unit 12 | 2008 | Ford F250 4x4 pickup |
| Unit 10 | 1999 | GMC 1500 pickup |
| Station 2 | 3480 Highway 118 East, Vankoughnet (1982) | |
| Pumper 2 | 1996 | Ford F350/Metalfab 625igpm/300gwt mini pumper |
| Tanker 7 | 2006 | GMC Top Kick/Metalfab 420igpm PTO/1500gwt |

The BFD covers 617 sq km with 16,000 permanent residents (that increases by 50% during the summer). The department has 3.5 full-time positions and 40 volunteers. They have just received a new IHC/Spartan ERV pumper.



Bracebridge Station 2 (Neil McCarten photo)



Clearview Township's new station at Stayner. (Rob Simpson photo)



From the recent photo tour, this 2006 Spartan/Rosenbauer 1050/880 is Lucan - Biddulph Engine 1.



Thames Centre, Thorndale Station's rescue, a 2003 Freightliner/ Dependable. (Rick Loiselle photos)



Newly in service in Kamloops Airport is this bright red 2012 Oshkosh Striker 1500. It has a 1625gpm pump, 1250gwt and 175gft and carries 500 lbs dry chemical. Not far away at Kelowna Airport, is this new 2012 Oshkosh Striker 3000, also with a 1625gpm pump. This lime yellow rig carries 2500 gallons of water, 350 gallons of foam and also has 500 lbs dry chem. Both vehicles are designated Red 1. (Dave Stewardson photos)





Rescue Engine 12K, Kindersley, SK's newest rig. This is a 2012 Spartan Metro Star/Rosenbauer 1050igpm/800gwt/30gft pumper. Below is Leduc, AB's new tower, a 2012 Pierce Arrow XT 1750igpm 250gwt, 20gft with a 100' Skyarm, (Dave Stewardson photos)



Milton, ON Pump 41 runs from Station 4 with a full-time crew. It is a 2010 Pierce Contender 1050igpm, 650gwt and 30gft. (SN#23365-1) (Ken Buchanan photo)



Another from the tour, this is Middlesex Centre RP1, a 2000 Freightliner/DEV 12050igpm/550gwt. It runs from Ilderton. (Rick Loiselle photo)



One of several new rigs now in service in Abbotsford, BC, Engine 8 is a 2012 Spartan Metro Star/Hub pumper with a 1750igpm pump and 500gwt. (Terry Yip photo)



Fort St. John, BC 2012 Spartan/Smeal 100' tower. (Terry Yip photo)



Also from the left coast, this Victoria, BC tanker is now occupying its third chassis. The 2500 gallon tank was originally attached to an old IHC streetwasher chassis, then was mounted on a Scot quint chassis when the ladder failed, combining it with a pump. This recent conversion has it looking pretty spiffy for a 1991 piece of equipment. (Terry Yip photo)



Two new rigs in service in the city above and slightly to the left of Toronto since our tour. P.209 is a 2011 Spartan Metro Star/Crimson/DEV pumper with a 1250igpm pump, 500gwt, 20gft and FoamPro 2002 FS. (Rob Simpson photo) A204 is a 2012 E-One Cyclone II 1750/250/20/95' tower. (Neil McCarten photo)





New in Caledon is P309's 2011 IHC/DEV pumper. (Larry Thorne photo).



From la belle province, this is Laval's newly delivered Pump 207 (Station 7 pumper), a 2011 E-One Cyclone II with a 1250igpm pump and 550gwt. (Bertrand Campo).