

Third Alarm



A Publication of the OFBA

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This palace of a fire station is in London, UK. New Cross Station was built in 1894 on Queens Rd. at Waller Rd. in Lewisham and has been updated since, but retains its original exterior. The apartments above were originally occupied by the firefighters and their families until 1920 when the two-shift system was adopted. Station E38 is currently occupied by a pump-ladder and the LFD investigation dog van. (Bill Hickin photo).

THIRD ALARM

Volume 42 Number 3 May - June 2012

OFFICIAL NEWSLETTER of the ONTARIO FIRE BUFF ASSOCIATES

(Incorporated in 1979)

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From the office of the Chief...

The first OFBA Photo Tour has taken place, and it was a good one too. Seven members met at the St Marys fire station. We were greeted by a wonderful sunny May morning and St Marys newest rig, a 2012 FL/ Rosenbauer tanker. This rig had been on display at OFC convention in Mississauga just a few days earlier. Next stop was Granton. We waited for 30 minutes but no one showed up. I left my phone list at home, and my wife was out for the day. Next up was Lucan. It was annual garage sale day!! Even the Lucan-Biddulph F.D. wives had a table of home baked goodies for sale. Despite the fact that Lucan has vellow rigs, this is a very sharp looking department. The hi-lite being a 2006 Spartan/Rosenbauer pumper, completed with the old red light/coaster siren off their old truck. The rest of the day saw us visit most of the Middlesex Centre F.D (Arva, Ilderton, and Bryanston). Unfortunately, Coldstream was also a no show. Chief Wayne Shipley met us at the Bryanston station and showed off their newest rig, a 2012 Int/MetalFab tanker. We also squeezed in a stop at London Station 14 (their newest). Final stop was the Thorndale Station of the Thames Centre Fire Services. Our host was Lynn Deacon, who is the Assistant Supervisor of the London Fire Dept. Apparatus Division. Thorndale has four rigs, including a most unusual Freightliner/ Dependable rescue and an IHC/Amertec tanker. The other two rigs aren't too shabby either... an IHC/Pierce Contender tanker and an E-One custom pumper. Despite the two no shows, it was a very enjoyable day and a great start to the photo tour season.

I hope that everyone has a safe and fun summer. Take lots of photos and take in a photo tour or two. And do not forget the IFBA convention August, hosted by GTMAA.

Rick Loiselle, President, OFBA

From our Membership Secretary...

The weather has just turned hot and humid, which signals that the photo season is in full swing. Please try to come out and join us if it is at all feasible. The camaraderie enjoyed by all who participate is uplifting, aside from being able to take some great photographs. By the time you read this, we will be looking forward to the third tour of the year - a 2 day tour of the Mississauga stations on July 14th and 15th. It promises to be a very interesting one, as there are new stations and new equipment to view since we were last there some time ago.

We are always on the quest for new members, so if you happen to know someone who is at all interested in the Fire Service, please get in touch with us. As you all know, we now have two alternatives to enjoy The Third Alarm. One is the printed version and the other is the new age electronic version. Many of you have chosen the latter and are now enjoying the full colour edition. And a reminder that Desmond is always on the lookout for new photos for future issues, so if you have any interesting ones, or articles, please get in touch with him.

Hope everyone one has a safe and enjoyable summer, Robert Herscovitch, Membership Secretary

From the Editor...

Welcome to the British Issue, Part 1. As all eyes focus on London this summer, while England's capital plays host to the Queen's Jubilee celebrations and the summer Olympics, we take a look at the London Fire Brigade, courtesy UK member Bill Hickin. Your roving editor also took it upon himself to personally suss out the situation and flew to Heathrow at the end of April for a three week tour of additional British Fire Services, even though my request for research funding again fell on deaf ears. Brigade hospitality was superb and I took many more photos than can be reproduced here. As usual, for photos, I would like to thank Neil McCarten, Dave Stewardson, Terry Yip, Doug Holmes, Ken Buchanan and Rob Simpson. Thanks are also due to Ken Buchanan for the massive Hamilton roster, and to Terry Yip, Bob Dubbert, Reed Wannamaker, Rick Loiselle and Dean Nickerson (fire wiki) for apparatus info.

Desmond Brett, Editor, Third Alarm

Calendar of Coming Events

June 9	Photo Tour - Bracebridge, Gravenhurst & Area
June 14	Founders Day at the Hard Rock Café, 279 Yonge St. Toronto: Burgers for \$0.71 for all Fire, EMS and police personnel with ID, starts at 11:00.
July 14 & 15	Photo Tour - 2 days, Mississauga.
July 25 – 28	SPAAMFAA National Convention & Muster, Frankenmuth, MI
August 11	WAMBO Fire Apparatus Muster, Wallaceburg
August 15 - 18	60 th Annual IFBA Convention, Toronto (for info: http://www.torcon2012.com/)
September 8	Photo Tour - Guelph – Eramosa Twp.
October 6	Photo Tour - Town of Caledon

Gravenhurst/Bracebridge photo tour, Saturday, June 9.

1) 09:00	Gravenhurst Fire Dept. Station 2 @ 1030 Kilworthy Rd, Gravenhurst
2) 09:30	Gravenhurst Fire Dept. Station 1 @ 190 Harvie St., Gravenhurst
3) 10:30	Ontario Fire College @ 1495 Muskoka Rd. N., Gravenhurst
4) 11:30	Lunch @ Muskoka Riverside Inn @ 300 Ecclestone Dr., Bracebridge (Bracebridge Fireboat to be there anytime between 11:30 & 12:30 for photographs.)
5) 13:00	Bracebridge Fire Dept. Station 1 @ 16 Dominion St. Bracebridge
6) 13:45	Bracebridge Fire Museum @ 331 Fraserburg Rd. Bracebridge
7) 14:30	Bracebridge Fire Dept. Station 2 @ 3480 Highway 118 E., Bracebridge (Vankoughnet)
8) 15:15	Gravenhurst Fire Dept. Station 3 at 1622 Barkway Rd., Gravenhurst

The department has suggested the new parking lot opposite the LCBO in Washago for car-pooling, just off the Hwy 11/County Rd. 169 intersection. This is highly encouraged as the stations are quite far apart.

With the members:

Some sad news out of New Hampshire. OFBA member, Roland Boulet passed away Friday, May 18. He was a wealth of information when it came to Ahrens-Fox. He had been in failing health for the past couple of weeks. He was 87 years of age.

On February 18, the Canadian Automotive Historians Association (CAHA) held their annual Show, Tell & Sell event in Guelph. The order of the day was to present OFBA Director Walt McCall with the "Historian of the Year" award.



Greater Toronto Multiple Alarm Association

Founded 1975 Incorporated 1994

P.O. Box 173, Station D, Toronto, Ont., M9A 4X2

TORCON2012

The tradition continues...



It's almost here.....the I.F.B.A Convention!

As you read this the final touches are being put on the 60^{th} International Fire Buff Convention. The dates for this year's event are August $14-18^{th}$

Our base location will be the beautiful Sheraton Centre in downtown Toronto.

From here there will be, of course, lots to do and plenty to see.

In April the I.F.B.A Executive held their annual "Spring Board Meetings" in Toronto.

They were very encouraged not only by what they saw in and around Toronto, but also by the slate of events planned for the conventioneers. From a dinner/boat cruise, winery tours, apparatus displays, seminars and lots of fellowship there will be something for everyone.

Many buffs from the Golden Horseshoe area will be attending their first I.F.B.A convention eager to learn about how other clubs, canteens and buffs operate on their home turf. How about you?

A passport, passport card or Nexus card is required when traveling to and from Canada. Make sure you have the proper documentation for your form of travel to Toronto.



Penetanguishene A.1, a 2010 Pierce Impel quint with 1500gpm pump, 500gwt and 75' aerial. (Neil McCarten photo)



Dawn-Euphemia FS received this 2012 IHC 4400/Fort Garry pumper during the winter. It features a 1050igpm pump, 800gwt and 25gft. Fort Garry SN# M320, it is assigned as Unit No.1.



Aroland FN also acquired their rig from Fort Garry last winter and the specs are identical to the one above even though the look is quite different. (Dave Stewardson photos)

The London Fire Brigade, 2012 (Part 1) by Bill Hickin

Organised firefighting in London is generally regarded as dating from 1833, with the creation of the 19-station London Fire Engine Establishment, a grouping of most of the pre-existing insurance company fire brigades. This organisation, still essentially focusing on property protection, continued up to 1866 when, following the disastrous Tooley Street fire in 1861, the insurance companies relinquished this role to the municipality, whereupon the Metropolitan Fire Brigade was established covering a larger area. A year later the Fire Escape Society, a lifesaving service operating wheeled escape-ladders, was absorbed into the MFB thereby combining the firefighting and rescue role. Thereafter, the brigade expanded keeping pace with the growth of London, changing its title to London Fire Brigade in 1904.

During the First World War the brigade dealt with the effects of Zeppelin airship and Gotha and Giant bomber raids. With the outbreak of the Second World War the London Auxiliary Fire Service bolstered the regular LFB to withstand the heavy enemy fire raids of the Blitz, augmenting the LFB's 61 regular stations by 300+ sub-stations, collectively known as the London Fire Service. From 1941 the LFS was absorbed into the National Fire Service - London Fire Forces, created to better meet enemy incendiary raids, later dealing with the V1 and V2 missile attacks. The wartime Corps of Canadian Fire Fighters, although based in the four port cities of Portsmouth, Southampton, Bristol and Plymouth, had their HQ in the London suburb of Wimbledon.

The LFB was reconstituted in 1948 with its original 61 stations and 2,500 uniformed personnel covering 120 square miles and a population of 3.3 million. Following major local government reform in 1965 the LFB expanded to 124 stations and 6,500 uniformed personnel plus 760 non-uniformed staff covering 620 square miles and 8 million people, absorbing suburban stations of the surrounding county fire brigades and 3 small borough brigades. With subsequent station consolidation the Brigade currently has 113 stations and 5,850 uniformed personnel plus 1,150 non-uniformed staff.

Comprising Greater London Authority and borough councillors, political authority is exercised by the London Fire & Emergency Planning Authority, one of the group of functional authorities under the GLA and Mayorality. The Brigade is headed by the Commissioner, Ron Dobson, based at Brigade Headquarters, Union Street, Southwark. He is assisted by a Deputy Commissioner (currently a senior non-uniformed administrator), a uniformed Director of Resilience & Training and 6 uniformed Assistant Commissioners responsible for Operations & Mobilising, Operational Resilience, Operational Procedures, Fire Safety Regulation, Technical & Service Support and Training, plus a non-uniformed Director of Finance & Contractual Services.

The service is primarily based on the 33 London Boroughs (including the City of London-the "Square Mile") each under a Group Manager titled Borough Commander. With the focus now very much on community fire safety, the Borough personnel work closely with the Borough Councils, the Metropolitan Police, community groups and other borough-based agencies to reduce fires and arson and also undertake youth engagement activities to reduce anti-social behaviour. The personnel within a Borough are termed the Borough Team. Each station is commanded by a Station Manager, reporting to the Borough Commander, and each of the 4 Watches (Red, White, Blue and Green) by a Watch Manager, assisted by one or more Crew Managers. Boroughs are grouped into four Areas: North West, North East, South East and South West, each under Deputy Assistant Commissioners based at Wembley, East Ham, Croydon and Hammersmith fire stations respectively.

Enforcement of fire safety legislation and plans inspection are undertaken by fire safety officers based at both HQ and Area level, while fire investigation officers are strategically located at Dowgate fire station in the City of London. Station personnel undertake routine inspections and community fire safety activities, including installation of smoke alarms for vulnerable citizens.

There are currently 169 pumping appliances (engines) and 72 special vehicles "On-the-Run"-crewed and immediately available. All stations have a Pump Ladder, the standard engine kitted out with the full range of firefighting equipment, 5 BA sets, 300 gallons of water and two high-pressure hose reels plus cutting & spreading tools together with a 45 ft. (13.5m) 3-section steel extension ladder. The second engine at two-

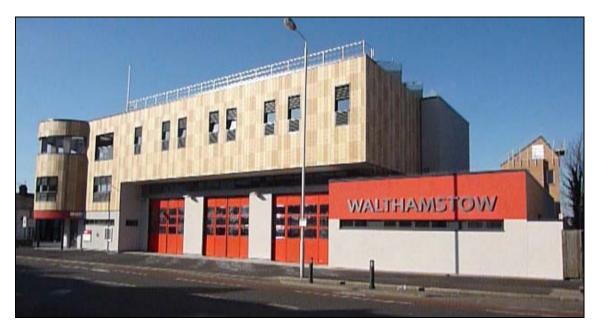
pump stations is a Pump, identical to the Pump Ladder but having a 35 ft. (10.5m) extension ladder and minor variations in equipment carried e.g. a portable pump. Crewing is normally 5 on the PL and 4 on the P.

Aerial provision comes in the form of 11 vehicles - 4 100 ft. Turntable Ladders and 7 100 ft. Aerial Ladder Platforms, each with a crew of 2. This contrasts to North American aerial practice and follows the norm in Europe where the crews' principal function is to provide aerial access, water tower, etc. and not the more extensive role of North American truck or ladder companies.

Sixteen Fire Rescue Units perform the special rescue role, comparable to the North American rescue and squad companies. These carry the full range of rescue equipment, including Extended Duration BA and Line and Water Rescue equipment, with a crew of 5. Other specials include 4 Hose-Layer Units (unlike North American practice, engines are not designed to lay hose, the crews performing this function manually with Dutch or double-rolled hose with instantaneous couplings), 3 Bulk Foam Units, 8 Command Units, 6 Operational Support Units plus two fast Fireboats "Fire Flash" and "Fire Dart", designed to operate with land crews. The predominant chassis is now Mercedes-Benz - Atego or Iconic models. All appliances have wailer/yelper/hi-low sirens and blue flashing lights. Fleet maintenance and procurement is out-sourced to a private company - Asset Co - which operates the former brigade workshops at Ruislip.

Since 9/11 the British Government invested in a large number of specially designed vehicles to deal with major terrorist incidents, exceptional major civil emergencies and natural disasters and these were gradually issued to fire brigades around the country. In London they include 10 Incident Response Units, designed for mass decontamination, 6 High Volume Pumps with hose-laying capability and 4 Urban Search & Rescue Units, each comprising 3 prime movers and 5 pods, all on M.A.N. chassis. These measures are known as the New Dimension/ National Resilience policy and all vehicles, being national assets, are ready to deploy to any part of the country.

The stations of the Brigade are varied in age and style, ranging from the three oldest: Clerkenwell, Southwark and Woolwich dating from the1870s/80s, although since upgraded - to Harold Hill and Walthamstow (picture below, opened in February, Bill Hickin photo), opened in recent years. Several old stations in Central London, built in the Late Victorian and Edwardian period and architecturally attractive, have been refurbished. Most stations have a drill yard and tower although a fire training building rather than a traditional tower has now come into favour. The cost of obtaining alternative sites in Central London is rather prohibitive, although a couple of newer stations in the City and West End were built as part of larger commercial developments. Architectural Listing also provides another complication in replacing stations on their existing sites, whereby some old stations are officially deemed worthy of preservation, which means the brigade may be forced to undertake a major refurbishment if they are unable to negotiate demolition. Nine new stations are currently about to go out to contract - all on existing sites with one exception.





Paddington's pump-ladder, DPL1304. also known as A211 (A division, station 21, appliance 1). This is a 2007 Mercedes Atego chassis. Below is TL54 (Turntable Ladder 54). Also on a 2007 Mercedes Econic chassis, it has a Magirus aerial. It is stationed at H21, Clapham. (Bill Hickin)





North Saanich, BC R1 is a 2010 Spartan Gladiator/Hub heavy rescue, equipped with a CAFS and a 300gwt.



Another West Coast rig, this 2012 Hub tanker was built on a Freightliner M2 chassis with a 420igpm pump and 1500gwt. It is stationed with Company 4, in Trail. (Terry Yip photos)

The apparatus floor...

An announcement from Spartan Motors (SMI), which is supporting its global strategy with a range of actions, including: Execution of a shared strategic vision with the French company Gimaex – a likeminded OEM with an extensive technology portfolio and strong global business in the emergency response industry. Expanding Spartan's brand power and leveraging this asset to the continued benefit of Spartan Chassis' OEM partners and their dealers. Collaboration with Renault to develop new opportunities and products for the North American ER marketplace – such as the Spartan R XO cab/chassis, which boasts industry-best clearance and maneuverability. Accelerated new product development and continued investment: 13 new market changing products / technologies showcased April 19-21 in Indianapolis, Ind., at FDIC, North America's largest ER trade show. Examples include: Cab/Chassis: best-in-class safety system, the new cross-over concept chassis – the Spartan R XO – and other technologies. Body/Apparatus: new class of aerial – Spartan's Telstar – IPS (Intelligent Pump Solutions), industry-leading CAFS and other technologies. Global consolidation of brands in the ER marketplace. The Crimson Fire brand will be replaced with Spartan ERV and all emergency response products will be branded Spartan in all geographies.

John Bowerman reports that Rosenbauer has delivered a few T-Rex platforms in northern Alberta. The first went to Nexen Resources in Fort McMurray, mounted on a 2011 Spartan Gladiator chassis. The 115' towers come complete with an AccuMax Foam System, enclosed aerial command seats and fully enclosed pump panels, handy in a region where it hits -60C during the winter. Another of the unique looking rigs went to Canadian Natural Resources for their Horizon Project, 85km north of Ft. McMurray.

From Gary Dinkel: Woolwich has a new pumper tanker on order for the Breslau station from Dependable. Spartan chassis, 1250/2000 tandem axle. The current pumper at Breslau will be sold. Woolwich council has also approved \$394,000 for a rescue for St Jacobs this year and the same truck for next year for Maryhill. The trucks will be Spartan's with 10 man cabs, will be out to tender soon. Cambridge has ordered a Rosenbauer Raptor due to them in four months. The quint will likely run out of station one as A1. It's likely A1 will become A2 and A2 will become spare A3.

Rick Loiselle tells us: London's new tanker arrived in town on March 19. It is a 500/2500 Carl Thibault on an International MaxForce chassis. It is a very large rig, and is slated to go to Tanker 11. The current Tanker 11 (a KW/MetalFab 500/1500) will go to Tanker 5. The chassis for the three new pumpers are being built now and will soon be delivered to Carl Thibault to have the pump bodies mounted. They should be here late summer or early fall. London will be calling for tenders soon for another tanker and a 75' quint. According to Sean Oram, the new pump and aerial for Pearson Airport should be ready in mid-June, the squad following in August.



This is the "Fire Dart", one of London's two fast fireboats. Built in the UK by Alnmaritec, they are "Wave Patroller" shallow-draft monohulls, based at the Lambeth Marine Station. Note the ramp at the bow to facilitate rapid loading and unloading of personnel and equipment. (Bill Hickin photo)



One of three identical District Chief's vehicles now in service in Mississauga, Car 108 is a 2012 Ford Explorer. (Desmond Brett photo).



Recently arrived in Central Butte, SK, this is a 2012 Green Acres pumper-tanker on a 2012 Freightliner M2 chassis. It came with an 840igpm pump, 1000gwt and 25gft. (Dave Stewardson photo).

Apparatus Roundup

Ontario

Burlington 2012 Spartan Metro Star/Smeal 2000/480/105' FoamPro 2001 FS

Orangeville 2012 Spartan Metro Star/DEV heavy rescue/command

Central York E411 2012 Spartan Gladiator/DEV 2000igpm/650gwt SN CF211094

Paisley R86 2012 Freightliner M2/DEV medium rescue SN 20122 Temiskaming Shores 2012 Freightliner M2/DEV for New Liskeard SN 20121

Innisfil 2011 Spartan Gladiator/Smeal 2000/300/40/100' MM FoamPro 2002 FS Orillia 2011 Spartan Gladiator/Smeal 2000/300/40/100' RM FoamPro 2002 FS

Arkona 2011 Freightliner M2/Midwest 3000gwt
London Tnkr 11 2012 IHC MaxxForce/Carl Thibault 500/2500

Norfolk (2) 2012 Spartan Metro Star/Metalfab 1250igpm/800gwt

Mississauga (3) 2012 Ford Explorer district chief's vehicles for Cars 107,108 and 109.

CFB-Petawawa 2012 IHC 7400 4x4/Fort Garry 130gpm/1000gwt/20gft

N.E. Manitoulin Tkr 3
Ontario Power Gen.
Addington Highlands
North Bay

2012 Freightliner M2/DEV 1800gwt
2012 Spartan Gladiator/DEV pumper
2012 IHC Workstar /DEV 1800gwt
2011 Spartan Metro Star/DEV

Mulmer/Melancthon P1 2011 Spartan Furion/Crimson/DEV 1250igpm/1000gwt

Quebec

Laval (2)

St. Martin

2011 E-One Cyclone II 1500/500 pumpers

St. Martin

2012 Freightliner M2/Maxi 415igpm/1500gwt

Saint-Marc-Des-Carrière 2012 Freightliner M2/Maxi 1250igpm/1500gwt

Levis U601

2012 IHC 7600/Maxi 1050igpm/1800gwt

Drummondville

2012 Pierce Arrow XT 1750/430/100' RM quint

Sainte-Madeleine-Rivière-Madeleine U241 2012 Freightliner M2/Maxi 1050igpm/800gwt

Out West

Ibex Valley, YK 2011 Freightliner M2/Fort Garry420/1400/30 s/n #M312

Alert Base, Nun. 2011 KME/Fort Garry ARFF 1750igpm/1120gwt Williams & Feecon FS s/n M234

Eagle Bay, BC E1 2012 Freightliner M2/Fort Garry1050/800/30 s/n #M333

New Westminster 2011 Freightliner M2/Pierce 1050igpm/600gwt/40gft Husky 3 FS

New Westminster 2011 Pierce Velocity PUC 1250igpm/400gwt/40gft Husky 12 FS SN 25135 Esquimalt Naval Base 2012 Spartan Metro Star/Fort Garry 1750/600 Foam Pro 2001 FS SN M339

Kootenay Boundary 2012 Freightliner M2/Hub 840igpm/500gwt/25gft Foam Pro 1600 FS

North Fraser R16 2012 Chevrolet 4500 4x4/Hub light rescue

Drumheller, AB 2012 Freightliner M2/Fort Garry 1050/800/25 s/n #M336 CFB, Suffield 2012 IHC 7400 4x4/Fort Garry 130gpm/1000gwt/20gft Hay Lakes 2012 IHC 4400 4x4/Fort Garry 1050gpm/1000gwt Grand Prairie Tender 1 2012 Kenworth T300/DEV 420igpm/2500gwt

Westlock County 2011 IHC 7400 4x4/Pierce 1050igpm/800gwt/20gft Husky 3 FS

CFB, Cold Lake 2012 IHC 7400 4x4/Fort Garry 130gpm/1000gwt/20gft

Central Butte, SK 2012 Freightliner M2/Green Acres 840/1000/25 s/n #12050494

Government of SK 2012 Dodge 5500/Fort Garry 105igpm/415gwt wildland unit with PP/CAFS

CFB Dundurn 2012 IHC 7400 4x4/Fort Garry 130gpm/1000gwt/20gft Springfield, MB E2 2012 International 7400/Green Acres 1050/1000/30

Portage La Prairie 2012 Freightliner/Rosenbauer 1050/2000 Smoky River 2012 Kenworth T370/DEV 420igpm/2500gwt

CFB Shilo 2012 IHC 7400 4x4/Fort Garry 130gpm/1000gwt/20gft

Maritmes

Bible Hill, NS 2012 Spartan Metro Star/Fort Garry 1050/700/25 s/n #M330 CFB-Halifax, #1 2012 Spartan Metro Star/Fort Garry 1750/800/25x2 s/n #M338 L'Ardoise 2012 Ford F550 4x4/Lantz 450igpm/500gwt Waterous Aqus 1.5 FS



Newmarket, Suffolk, world capital of horseracing, is protected by a pump-ladder, and an identical pump, both 2010 Volvo/E-Ones. Below is Newmarket's water carrier (tanker), on a 1994 Volvo FL6. (D. Brett photos)



Hamilton Emergency Services – Fire by Ken Buchanan

Station 1 35 John St N

Platoon 1 2010 Ford Expedition 300917

Rescue 1 2010 KME Heavy Rescue 300922, GSO7974 2000 Almonte-ALF 1500-500 300634, 14160 Pump 1 2010 KME 1500-400-85' 300925, GSO8095 Ladder 1

Station 2 1400 Upper Wellington

District 3 2010 Ford Expedition 300918

Pump 2 2000 Almonte-ALF 1500-500 300644, 14175 Car 73 2003 Crestline-Ford 342261, Safety Officer

Station 3 965 Garth St

Engine 3 2006 KME 1050-500 300619, GSO6370

Station 4 729 Upper Sherman

Rescue 4 2010 KME Heavy Rescue 300923, GSO7975 Ladder 4 Support 4 2011 KME 1500-400-100' 300927, GSO8096

2010 KME 300921, GSO7926 Haz-Mat Support Vehicle

Haz-Mat 2 2009 Commercial Babcock-Sterling 300914

Station 5 1227 Stonechurch Rd E

2011 KME 1050-500 300926, GSO8141 Engine 5

Station 6 246 Wentworth St N

2002 Almonte-Spartan 1050-500 Foam Truck 300669, 17701 Pump 6

Support 6 2000 Demers-Ford 342139 Confined Space Rescue

Station 7 255 Quigley

Engine 7 2008 KME 1050-500 300904, GSO7247

Station 8 400 Melvin Ave

District 2 2010 Ford Expedition 300918

2006 KME 1050-500 300676, GSO6532 Engine 8

Station 9 125 Kenilworth Ave N

2008 KME 1050-500 300903, GSO7249 Engine 9

Ladder 9 2001 Luverne-Smeal-Spartan 1750-400-100' 300651, 11070

Station 10 1445 Main St W

Ladder 10 2001 Luverne-Smeal-Spartan 1750-400-100 300650, 11069

Station 11 24 Ray St S

2007 KME 1050-500 300906, GSO7245 Engine 11

Station 12 199 Hwy 8 Stoney Creek

2010 KME Heavy Rescue 300924 GSO7976 Rescue 12 2003 Almonte-Spartan 1050-500 300801, 17700 Pump 12

Station 13 177 Bay St N

Mechanical Division

Station 14 596 Chapel Hill Rd Elfrida (Volunteer)

2008 KME 1050-1600 300907, GSO7295 Tanker 14

Station 15 415 Arvin Ave Stoney Creek (Volunteer)

Pump 15 2000 Pierce 1050-400 310728, 10846-02

Station 16 939 Barton St E Winona (Volunteer)

Squad 16	2001 SVI-Ford F550 250-200 300660, 4040
Pump 16	1997 KME 1050-500 300630, GSO3164

Ladder 16 1993 N/Quintec-Spartan 1050-250 310725, P0510

Station 17 363 Isaac Brock Stoney Creek (Composite)

Engine 17 2006 KME 1050-500 300620, GSO636	Engine 17	2006 KME	1050-500	300620,	GSO6369
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Tanker 17 2003 Almonte-Spartan 1050-1800 300710, 17589

Station 18 2636 Hwy 56 Binbrook (Volunteer)

Support 18	2000 Demers-Ford	342143
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Pump 18 1999 C-Max- F/L 1050-1000 340562, F10-99 Pump 118 1997 Hub-Volvo 1050-1000 340563, 1990 (Yellow)

Tanker 18 1997 C-Max-F/L 500-1800 310737

Station 19 3303 Homestead Rd Mt. Hope (Volunteer)

D 40	4000 O M E/I	1050 1000 010550	<u> </u>
Pump 19	1999 C-Max-F/L	1050-1000 340552.	. F14-99

Tower 19 2000 Almonte-LTI-ALF 1500-400-55' Aerial 300647, 15159

Tanker 19 1997 C-Max-F/L 500-1800 310738

Station 20 661 Garner Rd E Ancaster

Ladder 20 2008 KME 1050-500-100 300905, GSO7250

Station 21 365 Wilson St Ancaster (Composite)

Engine 21	2008 KME	1050-500	300903.	GSO7246

Rescue 21 1992 Almonte-2004 GMC Heavy Rescue, 300672 Ladder 21 1998 Ferarra-HME 1050-500-65' 310730, 74413

Tanker 21 2000 Almonte-GMC 500-1800 330649

Station 22 1227 Stonechurch Rd E HQ & Training Division

Pump 90 1993 N/Quintec-Spartan 1050-500 300613, P0542 Training Ladder 90 1995 N/Quintec-Spartan 1050-400-65' 300627, xxxS0618

Station 23 Memorial Square Dundas

Pump 23 2004 KME 1050-500 300649, GSO5615

Station 24 256 Parkside Dr Waterdown (Composite)

Engine 24 2008 KME 1050-500 300901, GSO7248 Ladder 24 2000 Pierce 1050-500-75' 320216, 10860 Tanker 24 2008 KME 1050-1600 300908, GSO7294

Support 24 2001 SVI-Ford F550 Air/Light unit 300661, 4046

Station 25 361 Old Brock Rd Greensville (Volunteer)

Rescue 25 1995 KME Heavy Rescue, 300628 GSO2551 Pump 25 1999 Superior-F/L 1050-1000 350421, SE1984 Tanker 25 1996 Superior-F/L 625-1800 350434, SE1698

Station 26 119 Lynden Rd Lynden (Volunteer)

Pump 26 1999 Almonte-Spartan 1050-600 330312, 13452

Tanker 26 2008 KME 1050-1600 300909, GSO7293

Support 26 2000 Demers-Ford 342215

Station 27 795 Old Hwy 8 Rockton (Volunteer)

Pump 27 2000 Superior-F/L 1050-1000 250441, SE2409 Tanker 27 2003 Almonte-Spartan 1050-1800 300709, 17494 Brush 27 1983 King-Seagrave-GMC 250-200 310737, 83002

Support 27 1999 Demers-Ford 342213

Station 28 1801 Brock Rd Freelton (Volunteer)

Squad 28 2001 SVI-Ford F550 250-200 300662, 4012 Pump 28 1993 N/Quintec-Spartan 1050-800 350416, P0541 Tanker 28 2000 Superior-F/L 500-3500 350454, SE2046

Station 29 York Rd Dundas

Fire Prevention Offices

Station 30 489 Victoria Ave N

Fire and EMS Stores

Unit description is assignment, year, manufacturer, capacity, shop number and serial number

Spare Apparatus, Locations Vary

Pump 41	1996 KME 1050-600 350411, GSO 2920
Pump 42	1998 Almonte-ALF 1050-600 300802, 12622
Pump 43	1997 KME 1050-500 300631, GSO3163
Pump 44	1993 N/Quintec-Spartan 1050-500 300612, P0543
Pump 45	1997 KME 1050-500 GSO3165 300632, GSO3165
X Pump 12	2000 Pierce 1050-600 310727, 10846-01
Ladder 70	1995 N/Quintec-Spartan 1050-400-65' 300625, xxxS0634 (Yellow)
X Ladder 4	1999 Smeal-ALF 1750-400-100' 300642, 10838 (yellow)
Tanker 49	1996 Superior-F/L 625-1800 350444 SE1699
Rescue 60	1990 Saulsbury-Spartan Heavy Rescue, 300606
Support 60	1999 Demers-Ford 342142
Car 73r	2001 Crestline-Ford 342244 Spare Safety Officer
Spare DC	2010 Ford Expedition 300920
D	uma 00 and Ladday 00 also set as anayses when you wired

Pump 118, Pump 90 and Ladder 90 also act as spares when required.

The Department also operates a fleet of various Cars, Pick Ups and SUV vehicles for the use of Senior Officers, Fire Prevention, Training and Support Staff. All Pumpers are Rescue-Pumpers, the Engines carry extra equipment according to their specialty i.e. Engine 8 & 11 are Marine Engines, Engine 3, 17, Pump 6 and Stn 25 are HAR units, the other Engines carry extra rescue equipment. All rigs are equipped for auto ex. Pump 6 and Support 6 are also the Confined Space Rescue units. Support 6 is manned by Pump 6's crew. In the event of a Haz-Mat call the crew of Ladder 4 mans Support 4 and Haz 2, Pump 2 or Engine 5 moves in to 4 to man the ladder. A first alarm assignment in the urban area consists of a Chief, a Heavy Rescue and the safety officer; depending on the area they may get 2 Pumps and a Ladder or a Pump and 2 Ladders. A Multiple alarm consists of 2 additional rigs as determined by command, a second Chief and Box 43. A rural alarm consists of A Senior Officer, 3 Pumps, 4 Tankers, a Ladder, and a Support Unit. The Safety Officer responds on all first alarms city wide. One of the pumps responding in the rural area will be a full time rig.

Upcoming changes

Ladder 21 to Ladder 18

Pump 118 to auction

X P12 to Pump 21 for the volunteers

X Ladder 4 to Ladder 16

Ladder 16 to auction

Brush 27 to be replaced with a dual pickup with skid mount pump

New KME-IHC Urban Interface pumper on order, assignment not confirmed at this time



Bible Hill, Nova Scotia Unit #211 just delivered, is a 2012 Spartan Metro Star/Fort Garry, 1050igpm, 700gwt, 25gft. (Dave Stewardson photos)



Another Fort Garry delivery, this one went to CFB-Halifax. It's also on a 2012 Spartan Metro Star chassis, built with a 1750igpm pump, 800gwt, 2x25gfts.



Eagle Bay, BC Engine 1, delivered last month. It is a 2012 Freightliner M2/Fort Garry 1050igpm/800gwt/30gft.



This 2012 Freightliner M2/Fort Garry pumper was recently sent to Drumheller, AB. It is equipped with a 1050ipgm pump, 800gwt and 25gft. (Dave Stewardson photos).



For and aft shots of a London bulk foam carrier, F437. BFU 3 was built on a 2009 Mercedes Atego 2541 chassis and runs from Barking station. The foam containers are kept on pallets which are removed using the forklift stored on the rear. (Bill Hickin photos)





This 2001 Ford F550/Superior mini-pump belongs to North Kawartha Twp. Assigned to Stn. 1 in Woodview when the picture was taken, it features an 840igpm pump and 200gwt. (Desmond Brett photos)



Moncton, NB Truck 3, a 1998 HME/Smeal quint with a 2000igpm pump, 400gwt and 75 aerial.



This is Kingston Tanker 211, a 2006 IHC 4400/Seagrave 500igpm/2500gwt. (SN#J213316)



Midland Tanker 1, a 2009 IHC/Fort Garry rig with 840igpm, 1500gwt and 45gft. (Neil McCarten photos).







Three rigs from Bayonne, NJ, E2 is a 2007 ALF 1500/500/50 pump, R1 is a 2005 Spartan Advantage/Rescue 1 Heavy squad and L2 is a 1999 Seagrave/Marion/Aerialscope 95' tower ladder. All were presented at the 2010 IFBA Convention. (Desmond Brett photos).