Third Alarm

A Publication of the OFBA, an affiliate of the International Fire Buff Associates, Inc.

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Welcome to the photo issue extravaganza for 2020, marking the beginning of our 50th year of publication. Thanks to the vast technological advances of the past five decades, we have come a long way from the typed Gestetner sheets John Holden had to cope with along with having photographs specially printed and then the pages interleaved with the text pages, as well as having the front page printed separately when we introduced the coloured banner. Everything had to be mailed or given personally to the editor and mistakes made in creating the TA were very difficult to correct. What I get to use these days could only be dreamed of back then. All through these years one of our biggest supporters was Dave Stewardson, contributing hundreds of photos and reams of information. This issue is dedicated to his memory and starts out with a classic Canadian rig that he shot in Sarnia on one of his many visits to Ontario. Engine 5 is a 1990 Pierce Arrow Superior quint with a 1050igpm pump, 500gwt and 50' aerial. Serial No. SE998.

THIRD ALARM

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January - February 2020

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

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President's Message…

Welcome to our Annual All Photo Issue and what we hope will be an interesting year of buffing in Southern Ontario beginning with a long overdue visit to the Peterborough area in May, followed by a 2 day tour of Hamilton in June, Kitchener-Waterloo in July, Pearson Airport and Vaughan in August and Port Hope and area in September. Details for the May and June tours will be published in the next (March / April) issue of the Third Alarm and on the website as soon as arrangements are finalized. We have also been advised that Kingston would be happy to accommodate us for a tour which we will arrange for sometime in 2021.

If you hadn't already noticed the OFBA has a new logo, proudly displayed on the cover of this issue, thanks to member Steve Garnett and his friend, Daniel Dupuis, who created the graphics. Daniel also created a 50th Anniversary version for use next year. At the annual meeting a suggestion was made regarding T-shirts for those members attending photo tours. Now that we have a new logo, we will be looking in to prices on tees for members who may wish to purchase them.

Director Larry Ward suffered a stroke in late November and is now recuperating at The Elden of Bradford residences at 3131 8th Line in Bradford, Room 225. His phone # is 905-952-0205 and I am sure he would like to hear from you.

Until next time, stay safe, Bob Rupert

From our Membership Secretary

I trust that everyone had an enjoyable holiday season and that you are now looking forward to another year of fire buffing. It promises to be an interesting one, with another six issues of The Third Alarm, a great line up of photo tours and the Fire Services Collectibles Show. It may be somewhat early, but if we can start to get the word out earlier this year, to both the general public and to those who have items to sell, we should be able to make it more successful than the previous one. So mark it on your calendar and get the word out.

I am pleased to report that, up to the middle of February, there are only 17 members who have not yet paid their dues, which is less than 14 %. If you are one of them, we would appreciate it if you would send them in as soon as conveniently possible. Again, a special thanks to a number of members who annually make generous contributions. This helps to defray some of the increasing costs, especially the postage for The Third Alarm, which has again gone up just prior to our first mailing of the year.

As this is our Annual All Photo Issue, we hope that you enjoy it. Please don't hesitate to send in any articles or photos that you think may be of interest to the members. And if you know of any one interested in joining the OFBA, please have them contact me. Have a healthy and safe New Year.

Robert Herscovitch, Membership

From the Editor…

Welcome to the annual photo issue and, more importantly, the first volume in our 50th year of publication. Amazingly, there have been just two editors before me, mainly thanks to Walt McCall's 37 year stint. The late John Holden was our first, and the one who laid out most of the look and feel of our publication. To celebrate, and to mark our club's 50th anniversary next year, we will be looking back at the decades of activities, fire apparatus, members and fire fighting practices of days gone by. The usual current features like tour photos and rosters, and department updates will remain, but most of the content will be historical in nature. In that vein, the photo issue is dedicated to the memory of Dave Stewardson and the huge contributions he made to the OFBA and fire buffing in general. Dave leaves a large body of work, most of it meticulously produced, and while he was happy to share his electronic shots with us, both on line and in the TA, he did not scan his prints. As I mentioned before, Terry Yip travelled to meet with Dave in his last weeks, as did Dan Goyer and Mark MacDonald, securing his work so as it perverse it for future generations. Terry then laboriously removed several hundred prints from the books they were mounted in and scanned them for me so I can pass at least some of them on to you. Jurgen Keiffer has also offered up a number of Dave's shots on line so we can enjoy them too. Many thanks to those who made the effort, I know Dave felt much relief that his photos were being preserved and shared. Note, all the photos in this issue are Dave's unless otherwise noted.

Thank you to everybody who shared photos, articles, info and items of interest over the past year, we could not do this without you. A big thank you to Kevin Plested for the tech side of production and to Robert Herscovitch for distributing the hard copies and diligently recruiting more readers. This edition, thanks to Terry Yip, Gary Dinkel, Dave Stewardson, Ken Buchanan , John Bowerman and Neil McCarten. Thanks to Aerofeu/1200 Degrees, Midwest, Pierce Manufacturing, Safetek, Wholesale Fire & Rescue, Commercial Truck Equipment Co. Battleshield Fire Trucks, Maxi Metal Fire Trucks and Metalfab for photos and info, and to Daniel Tastard-Homer for info for the last edition.

Thanks also to Ken Buchanan, Gary Dinkel, Doug Holmes and Bob Rupert for providing info, and to Walt for his column and Dan Goyer for his extensive article. To all our readers, here's to a happy and sun-filled spring of buffing.

Desmond Brett, Editor, Third Alarm

Recently delivered in Ontario…

Greater Sudbury recently received two 2019 International HV607/Dependable tankers, they Both have 1500 gallon water tanks. (Dependable Emergency Vehicles photo)

Woolwich Twp. ON 463 is a 2002 Pierce 75' quint with a 1250igpm pump and a 416gwt. It was acquired through Brindlee Mountain and runs from Breslau. (Gary Dinkel photo)

Essa Twp., Tanker 3, a newly received Kenworth/HME Ahrens Fox. (DEV)

The Apparatus Floor....

Innisfil's new Station 5 at Sideroad 25 and Big Bay Point Rd. was officially opened on February 8. The 12,000 sq ft facility was packed with locals and dignitaries for the ceremony, the third in the municipality in just five years. It is staffed with a driver 24-7, and 18 volunteers and will cut response times in the north end of Innisfil by around six minutes. **Vaughan** Station 74 officially opened at 835 Nashville Rd. in Kleinberg. This is a fully paid hall, replacing the old Nashville volunteer station. It houses Pump 741. The two Spartan Metro Star/Smeal 55' quints listed last year are in service as Engine 766 and 786, they have 1500igpm pumps, 400gwts and 40gfts. There are two new Engine Rescues (not three) as 759 and 771, they are also Spartan Metro Star/Smeal rigs and also have1500igpm pumps, 400gwts and 40gfts. **Brant County** Station 6 in Onondaga is almost complete, the three bay facility is replacing a building erected in 1875. Work continues on the new stations in Cainsville and Scotland. **Hamilton** now has an air supply truck. Air 6 runs from the Sanford Ave. hall and will normally be assigned one firefighter to drive it, otherwise a member from Pump 6 will take the truck. It was converted from Rescue 90, a 1996 KME custom rig, it has an 80 bottle capacity. This results from moving the three heavy rescue units to Stations 18, 19 and 28, which are volunteer. They can carry 30 bottles each and normally one would respond on fire calls. The rescues have been replaced by pumpers/engines and will always have four personnel. First alarms will now have three of them, plus a ladder, a chief and the safety officer. A RIT company will be sent on working fires.

Halifax, NS is building a new hall in the Williamswood area, at 2417 Old Sambro Rd. It will be numbered 62 and is expected to open in the fall. The old Station 62 was rendered unusable by a fire and the crews are running from Station 63. It is thought that all of the rigs from both stations will reside in the new hall. They are also ordering a 100' tower ladder for delivery in April, specifying a 2000gpm pump and 300gwt. The **District of Squamish, BC** is building a new headquarters fire hall, EOC and admin building on the site of Station 1 in Valleycliffe. The budget is $16.7 million and a temporary hall will be built at Guilford Dr. & Clarke Dr. The Tantalus fire hall will also be rebuilt. **Oshawa** is adding hiring three more firefighters, a communications officer and an assistant deputy chief. This arises from a preliminary report from Dillon Consulting, who may recommend even more hires. The firm was hired following a fatal fire downtown two years ago and statements from the Oshawa Professional Firefighters Association that the department is understaffed. **Killarney-Turtle Mountain, MB** is building a new five bay station at South Railway St. and Broadway Ave. The project came in under $1 million and should be completed by the time you read this.

Winnipeg is ordering a new heavy haz from SVI on a three-axle IHC chassis. **Lethbridge** is getting two Spartan top-mount enclosed pumpers later this year. **West Kelowna** has had their 2002 ALF/Hub rescue box removed from the 2002 Freightliner FL80 chassis it came on and it is now on a 2019 Freightliner M2-106 chassis, and is sporting a CAFS and a 300gwt. The work was done by Safetek

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Oshawa	A.22	2019	E-One Cyclone 1333igpm/300gwt/100' s/n 142439
West Perth (Mitchell)		2019	Freightliner 108SD/Rosenbauer 840igpm/2500gwt*
Perth East (Milverton)		2019	Rosenbauer Commander 840igpm/1800gwt*
Perth East (Sebringville)		2019	Rosenbauer Commander 840igpm/1800gwt*
Petrolia & N. Enniskillen	T.13	2019	Pierce Ascendant 1665igpm/415gwt/15gft/110' tower s/n 32837*
Warwick	P.12	2019	Freightliner M2-106/Metalfab 1050igpm/500gwt*
GTAA Pearson	Red 1	2019	Rosenbauer Panther 6x6 1750igpm(R/2500gwt/330gft/500 lbs Purple K
London Intl Airport	Red 3	2001	Oshkosh TI1500 4x4 CRT (ex-Melbourne, FL)
Shuniah FN		2019	International MV/Acres pumper
Arnprior		2019	Pierce Ascendant 110' tower
Oshawa	P.21	2019	Spartan Metro Star/Dependable 1500igpm/500gwt/20gft*
Whitby	P.31	2019	E-One Typhoon 1250igpm/590gwt/25gft SO 142494
Whitby	P.35	2019	E-One Typhoon 1250igpm/590gwt/25gft SO 142495
Whitby	T.32	2019	Freightliner M2 112 / Dependable 1500igpm/2500gwt
Whitby	R.33	2019	E-One Typhoon Heavy Rescue SO 142494
Dysart et al		2019	International HV607/Metalfab H.E.A.T. 1050igpm/1300gwt
Muskoka Lakes	T. 4	2020	Freightliner M2-106/Metalfab 1050igpm/2000gwt
Burlington	P.311	2019	Spartan Metro Star/Smeal 1050igpm/500gwt/40gft/CAFS
Burlington	P.341	2019	Spartan Metro Star/Smeal 1050igpm/500gwt/40gft/CAFS

Tiny Township, ON Pumper 3, a 2019 International 7400/HME Ahrens-Fox, 1050igpm/835gwt. (HME photo)

Niagara Falls,ON new Pump 3, a 2019 Spartan Gladiator/Dependable. It has a 1500igpm pump, 500gwt.

Brant County, ON just received this new tanker for Onandaga. T.364 is a 2019 Kenworth T370/ Dependable with a 500gpm pump and 2500gwt. (Dependable Emergency Vehicle photos)

Apparatus Roundup:

ONTARIO *-corrected or added information for a previous listing

Rosemont & District	P. 1	2019	Freightliner M2 106 4x4/Metalfab 1250igpm/800gwt*
Sudbury (2)		2019	IHC HV607/DEV tanker, PP/1500gwt
Brock Twp.		2019	Freightliner M2-106/DEV tanker PP/2500igwt
Robinson Twp.		1999	GMC 8500/ 1980 MTI 1500gwt (ex-Brock Twp.)
Sudbury		2019	Ford F250 water rescue
Richmond Hill		2019	Spartan Gladiator/Spartan ERV 1665igpm/500gwt/50gft SN 219042-01
Clearview Tp.	Br.1	2020	Ford F250/skid mount brush unit
Erin	P.11	2019	Spartan Metro Star/Dependable1250igpm/500gwt/35gft
Argyle		2019	Freightliner M2-106/Dependable PP/2500igwt
Sudbury	(2)	2019	International HV607/Dependable tankers, 1500igwt
Clearview Twp.		2020	Freightliner M2-106/LaFleur medium rescue, 22' box
Fort William FN		1992	Ford LN-8000 / Phoenix 840igpm/1000gwt (Ex-Leeds and the Thousand Islands)
Tehkummah		1998	Ford F800/Fort Garry pumper 840igpm/800gwt SN M6173 (Ex-Tiny Twp., ON)
Tehkummah	4304	1999	Freightliner FL 80/Dependable 420igpm/2178gwt (Ex-Pickering, ON)
Niagara Falls	P. 3	2019	Spartan Gladiator/Dependable 1500igpm/500gwt
Brant County	T.364	2019	Kenworth T370/Dependable 500igpm/2500gwt

OUT WEST

Prince George, BC		2019	Rosenbauer Commander heavy rescue
Coquitlam	Q.5	2019	Pierce Ascendant 2000gpm(W)/500gwt/107' aerial Husky 12 FS sn 34000
Mission	E. 1	2019	Spartan Metro Star/Hub 1250igpm(H)/500gwt/30gft SO#1253
Langley Twp.	R. 6	2020	Spartan Metro Star / SVI heavy rescue
Port Moody	E. 1	2019	Spartan Gladiator/Smeal pumper
Port Moody	T. 1	2019	Spartan Gladiator/Smeal 100' tower
Vancouver	FIU	2020	Ford Transit 350HD/Safetek fire investigation unit
Taylor	E.11	2020	Pierce Enforcer 2000gpm(W)/850gwt/50gft Husky 3 FS sn 33909
Stewart	mini	2018	Ford F550 4x4/MCB M331 light rescue
Shawnigan Lake	T. 3	2019	Kenworth T800 6x4/Fort Garry 1500igpm/2500gt s/n J0015
Sooke	T. 1	2019	International HV607/Fort Garry 440igpm/1750gt SN M940
Grande Prairie County, AB (3)		2019	Freightliner M2-106/Maxi Metal 840igpm(H)/2500gwt
Redwood Meadows	E220	2019	Spartan/Fort Garry 1333igpm/800gwt/25gft FoamPro FS jn J0022x
Drumheller		2020	Pierce Ascendant 2000gpm(W)/500gwt/110' platform Husky 3 FS, sn 33026
Empress	wildland	2019	Freightliner M2 106 4x4/Rosenbauer 840igpm/900gwt/20gft
Banff	E.62	2019	Freightliner M2 106/Fort Garry 1250igpm(W)/800gwt s/n J0016
Kamsack, SK	E. 6	2018	International / Rosenbauer TME, 1250igpm/900gwt/20gft sn 17653*
Moose Jaw		2019	Spartan Metro Star/Fort Garry1750igpm/500gt s/n J0025
Prince Albert	E.11	2019	Rosenbauer Commander 1250igpm/480gwt/20gft/65' Viper rear-mount
Winnipeg, MB		2020	Pierce Impel 1500igpm(W)/750gwt Husky 3 FS sn 34099

QUEBEC & THE MARITIMES

Saint-Appolinaire, QC		2020	Spartan Metro Star/Carl Thibault 1050igpm/1500gwt/40gft
La Malbaie	201	2020	E-One Typhoon 1250igpm/840gwt/25gft SO 142
Saint-Maxime-du-Mont-Louis		2019	Zodiac Pro 5.5 rescue boat
Quebec City	902	2019	Spartan Gladiator/Carl Thibault heavy rescue
Waskanganish Cree Nation		2019	Ford E350/Maxi Métal I Reflex light rescue
Contrecouer	2010	2019	Pierce Saber FR6010/Maxi Métal 1500igpm/600gwt
Kennebecasis Valley, NS		2019	Spartan Metro Star/Dependable 1250igpm/1000gwt*
Economy	PT1141	2002	Freightliner FL 112/American LaFrance 1750igpm/1800gt/20gft (ex-Halifax)
Rawdon	T841	2002	Freightliner FL 112/American LaFrance 1750igpm/1800gt/20gft (ex-Halifax)
Annapolis Royal	T.22	2019	IHC/Rosenbauer PP/2500gwt
Irving Oil, Queens Cnty, PEI		2019	IHC/E-One 3000gpm/1000gft foam pumper
Irving Oil, Queens Cnty		2020	Pierce Arrow XT industrial pumper
Doaktown, NB		2019	Freightliner M2-106/Metalfab 1250igpm/1200gwt
Greenwich		2019	International HV607/Metalfab 1050igpm(H)/1200gwt Foampro 2001 FS
Debec		2019	International HV607/Metalfab 420igpm(H)/1500gwt Foampro 1600 FS
Hammond – Jeffries	No.1	2019	International HV607/Metalfab 1050igpm(H)/1200gwt Foampro 2001 FS

Taylor, BC Engine 11 now has this 2020 Pierce Enforcer with a 2000gpm Waterous pump, 850gwt, 50gft and a Husky 3 foam system. sn 33909

Coquitlam, BC Qunit 5,a 2019 Pierce Ascendant 2000gpm(W)/500gwt/107' aerial (P)

Foothills, AB Tender 9 is a 2019 Freightliner 114 SD / Rosenbauer collaboration equipped with a 625igpm pump and a 3500gwt. (John Bowerman photo)

Rocanville, SK received this 2019 Ford F550/Midwest quick attack unit last year, it has a CAFS and 300gwt. (Midwest Fire Photo)

Saskatoon, SK new Engine 3, a 2019 Spartan Metro Star/Fort Garry pumper (FGFT photo)

Waskanganish Cree Nation in Fort Rupert, QC just received this 2019 Ford E350/Maxi Métal I Reflex light rescue. (Photos courtesy Maxi Métal)

Contrecoeur, QC Unité 2010, a newly delivered 2019 Pierce Saber FR6010/Maxi Métal 1500igpm/600gwt

This year's edition of the Cross Canada Compendium, all courtesy Dave Stewardson…

Yellowknife, NWT Tanker 2, a 2019 Freightliner M2-112 /Fort Garry rig, 440igpm pump & 3000gwt.

Flood Laidlaw, BC #11978 Int'l CO1910 /Hub pumper with a 625igpm pump and 1000gwt.

Leduc County, AB Pump 6 2002 HME 1871/Fort Garry pumper 1050igpm/1000gwt/24gft/10gft.

From Southey, SK Pumper No.3, a 1952 Bickle Seagrave 840igpm/300gt.

Carman Dufferin, MB Rescue 1, a 1986 Saulsbury Hahn rescue ex-Westmere, NY

Gananoque, ON No. 2, a 2002 ALF Eagle quint, 1250igpm pump, 300gwt and 75' LTI aerial.

Levis, QC #1000 is a 1986 Chev Grumman Command Post

Petitcodiac,NB No.2, a 2017 Freightliner M2-106/Fort Garry pumper-tanker has a 1050igpm Hale pump, a 1200gwt and a 25gft along with a FoamPro 2001 foam system. s/n M877

Kinkora, PEI Pumper 1, a 2015 Peterbilt 348/Fort Garry 1050gpm(W)/1000gwt/25gft s/n M624

Kingston, NS Tanker 22, a 1999 Peterbilt / LRB Fabricators unit, 500igpm pump and 1600gwt.

The Miawpukuk First Nation at Conne River, NL operates this 2017 International 7400 4x4 / Fort Garry pumper. It is equipped with a 1050igpm pump, a 1000gwt and a 25gft. (SN#M794)

Looking back 125 years to Sunday January 27th, 1895.

It can easily be said that Richard Ardagh was one of the most important figures in the early formation of the Toronto Fire Department. Born in Thurlea, Ireland in 1832, Ardagh joined the volunteer Brigade in the spring of 1847. As a young 15-year-old he was assigned to apprentice on #1 Hook & Ladder at the Court Street Hall. His first fire was on Market Lane (now Colborne St.) later that year. Just over a year later his crewmate William Thornton became the first Toronto fire fighter to die in the line of duty. By 1853, at the young age of 21, Ardagh was made Captain of Truck 1, in charge of a crew notoriously known as "The Wreckers". In the 1860's he heard the call of the Wild West and headed out to the Rockies. He missed the department, though, and came back shortly thereafter. Fire Chief Ashfield (who happened to be his brother-in-law) let him back on the job immediately, but only as a fireman as Ardagh was too busy running as Councilor in St. David's Ward to hold any higher rank. He was successfully elected in 1864.

His first love was the department, though, and in 1866, with the death of Assistant Engineer Charlton at the Yonge Street fire, his brother-in-law promoted him to the department's second highest position. By 1876, he had risen to Chief Engineer, in charge of the newly formed full-time force. For the next 19 years he saw the T.F.D. through remarkable change and growth. All that would end, though, with the Globe Fire.

As a blizzard raged during the early morning hours of Sunday, January 6th 1895, a serious working fire was taking hold of the Globe Newspaper building at the corner of Yonge and Melinda Streets. Fed by strong winds, flames had already spread to several exposure buildings on Melinda, Jordan and Yonge Streets. Deputy Chief Thompson had just struck the General Alarm as Chief Ardagh showed up from his home at 319 Sherbourne Street Leaving the Globe building to his Deputy, Ardagh took two men, Captain Silas Smedley of Ladder 3 and Captain Frank Forsyth of #6 Hose, and made his way into the adjoining Caswell Printing Building on Jordan Street. As the men checked for extension the building flashed over. Trapped at the second floor window, Captain Forsyth decided to jump for it. He landed in the snow with some minor injuries and ran for help for his two trapped brother fire fighters. Meanwhile, pushed by the flames up the Ardagh and Smedley found themselves at a third floor window looking down at an alley off of Wellington Street. They had only two options, so the men shook hands and jumped for it. Smedley went first and landed with a broken ankle. He crawled his way to the street where Forsyth had just returned to with a search team. Chief Ardagh, a big man and 63 years old, hit the ground a lot harder. He suffered serious internal injuries, which, at the time were beyond the help of doctors. In any event, the Chief refused to go to the hospital and was taken to his home in a cab. Over the next couple of weeks, the Chief put up a brave face to visitors, including his son Charles, Captain of #11 Hose. But the injuries proved too overwhelming for the older man. At 10:20 A.M. on January 27th he succumbed to his injuries. Perhaps as an evil portent to his imminent demise, the Chief's dog, "Bo", the department mascot, had died the day before. The Chief was never told of his dear friend's death. He was buried at Mt. Pleasant Cemetery with full department honours. (Courtesy the Greater Toronto Multiple Alarm Association)

UNIT FEATURES TELESCOPING BOOM

A technical "break through" in telescopic extensions has made possible the new LaFrance aerial unit.

The hydraulically operated boom is made of rectangular shaped steel box sections which telescope one inside the other.

A model 506 Akron Aluminum deck gun with geared hand wheel controls is permanently mounted on the front of the aluminum platform. This is connected through the boom to the water pumps by a 3″ chrome-plated steel tubing which also telescopes in a similar manner with the operation of the boom.

The lift has a full 360° rotation. A low speed, high torque hydraulic motor drives an enclosed lubricated worm gear reduction though chain and sprocket. Exclusive directional controls permit the operator to determine the movements positively, safely and dependably.

LaFRANCE NEWS
Volume 3, No. 1 February, 1961

INTRODUCE LATEST COMBINATION LIFT

George E. Fox, President of LaFrance Fire Engine and Foamite Ltd. has announced the release of a unique combination pumper and aerial lift.

The La France Telescopic Aerial Lift is the most versatile unit ever developed for fire service, said Mr. Fox. "It outperforms all other lifts", he said.

The ease of operation, method of extension (up to 100 feet) and safety engineering will make this custom built lift one of the most sought-after fire fighting units in the field. The lift itself is mounted in only 16″ of space behind the cab leaving the remainder of the chassis free to mount any type of fire service body.

Descriptive folder detailing the features and outlining the engineering principles involved is available on request from LaFrance.

The LaFrance Telescopic Aerial Lift can be tailored to meet the particular needs of each fire department. The unit illustrated has a 200 gpm Class A Power take-off driven pump complete with two booster reels and a 300 gallon water tank.

HISTORICALLY SPEAKING – BY WALT MCCALL
The LaFRANCE AERIAL LIFT

The Chicago Fire Department revolutionized aerial firefighting in North America when it placed the first articulated elevating platform, or Snorkel, into service in 1958. Within a few years fire departments across the United States and Canada were replacing or supplementing conventional aerials with this remarkable new kind of aerial firefighting mobility. Fredericton, New Brunswick placed the first aerial platform in Canada into service in 1960 – a Trump Snorkel (no, not *that* Trump!) on a GMC chassis. Burlington ON was second, with a Ford F-Series Hi-Ranger in 1961.

American-LaFrance introduced its first elevating platform -- the custom-chassis 900 *Series Aero-Chief*--at the 1962 International Association of Fire Chiefs (IAFC) Convention which was, coincidentally, held in Toronto. Customer deliveries began the following year. It's a little known secret, however, that ALF's Canadian subsidiary in Toronto actually beat its Elmira N.Y. parent company into the aerial platform market a year earlier.

In February 1961, LaFrance Fire Engine & Foamite Ltd., which had just moved from Weston Road into a brand-new plant at 60 Coronet Rd. in Etobicoke, proudly announced the introduction of the *LaFrance Telescopic Aerial Lift.* Built on a Ford C-Series tilt cab chassis, the LaFrance Aerial Lift had a three-section telescopic boom (reportedly made for LaFrance by construction equipment manufacturer Gradall) with a crew basket at its tip. A prepiped waterway was connected to an Akron 506 monitor in the bucket. Although it had no pump, the rig was also equipped with dual booster hose reels. No specs are available, but the boom appears to be 70-75'.

Canadian LaFrance President George E. Fox boasted the LaFrance Aerial Lift*…"is the most versatile unit ever developed for the fire service….and outperforms all other lifts*". Designed and built in the Toronto plant, the LaFrance Aerial Lift went on a coast-to-coast demonstration in 1961. The LaFrance Aerial Lift demonstrated its vaunted versatility to fire chiefs in 17 cities and towns from Halifax to British Columbia, under the charge of LaFrance VP of Sales Norman Horrocks. Despite extensive news media coverage along the way, the LaFrance Aerial Lift was less than a resounding success. Following the tour the prototype Aerial Lift was sold to the Trail, B.C. Fire Department which used it for many years. But no more were built.

Successful or not, the LaFrance Aerial Lift deserves a place in fire apparatus industry history. At the time of its introduction, articulating-type two-boom elevating platforms – *the Pitman Snorkel* and rival *Hi-Ranger* built by Mobile Aerial Towers dominated the North American market. Trump, Ltd. of Oliver B.C. also offered a dual-boom Snorkel of the articulating type, and introduced the industry's first three-boom 90-footer, built for Winnipeg, in 1962. But the LaFrance Aerial Lift was two years ahead of all others in developing a box-section *telescopic* boom: the Sutphen Corp. of Amlin, Ohio introduced its extremely successful *Sutphen Aerial Tower* in 1963, and Mack delivered its first *Aerialscope* on cab-forward Mack C-Series chassis, to New York City in 1964.

No one seems to know for sure what happened to the original LaFrance Aerial Lift after the Trail Fire Department retired it, circa the 1980s, or if it survives.

Trail, BC bought the demonstrator, mounted on a Ford C chassis. (Walt McCall collection)

A follow up on the Snorkel article from Volume 48, Number 1, a selection from across Canada…

Both of these rigs were part of Scarborough's unique snorkel program, they were single axle 55 foot units, such as this 1972 Ford C/King rig. Superior rehabbed it in 1990 and it was purchased later by New Minas, NS. It has 1050igpm pump and a 250gwt and is still in service. Below was then Snorkel 9, a 1975 Ford C /King Seagrave with an 840igpm pump and 500gwt. It had a major rehab at Dependable in 1991 and the second rear axle assembly was added. The SFD had three in total, the only service in Canada to do so.

Calgary AB ran this1976 Calavar Firebird 150' Platform for many years.

Strathcona County AB T1.1 1982 International Superior, 1050igpm/250gwt/103' Simon Snorkel. SE361

This 1984 King Seagrave tower is still in use with Windsor, NS Snorkel 4 has a CM-1 chassis, a 1050igpm pump and an 85' platform. SN 840029.

Barrie ON Unit #7, a 1980 International/King Seagrave 85'Fire King with a 1050igpm pump.

Kamloops, BC ran a 1972 Pierce Oshkosh Snorkel with a 1250igpm pump, 200gwt and 75' platform.

Saskatoon, SK had a 1974 Hendrickson 1871/Calavar Firebird 125' tower. In 1989, they sent it to Superior for a complete refit and had the Firebird replaced with a 85' platform. It had a 1050igpm pump and 300gwt.

Another follow-up, this one looking back at private fire departments in Ontario…

Suncor, Sarnia, ON FT.3 was a 1963 Chevrolet/MTI 1400gallon foam tanker.

Suncor FT.4 had a 1991 Pierce Dash Superior quint with a 1500igpm pump, 1000gft & /75' aerial. SE1126

Suncor FT.6, 1985 Ford F600/Nordic 200igft/1000lbs dry chemical.

Seen at Intershutz 2012, a platform from Leipzig, Germany, this is a 46m Bronto H46 RPX on a Mercedes Econic chassis. Below is another Bronto, a TM42 RPX on a MAN chassis, from a volunteer brigade.

The Airport Section looks back at Jean Lesage Airport in Québec City…

Red 1 2001 Waltek 7500 1250/1665/187/500# DC

Red 5, the Command Post, was a 1994 GMC 3500 Maxi Metal Command Post.

Red 1 was a 2001 Waltek P4-7500 , 1250igpm pump,1665gwt, 187gft and 500lbs DC

Red 2 was a 1997 Waltek 5500, 625igpm pump,1250gwt, 145gft and 500lbs DC.

A look at Pearson Airport (Greater Toronto Airports Authority) in 2012, Red 7, the command unit. It is a 2000 Ford F550/Crestline product.

One of the former front-line CFR rigs now operated by the Fire & Emergency Services Training Institute (FESTI) next to the airport. Red 17 is a 1994 Oshkosh T3000 6x6 crash tender sporting a 1000igpm pump, 2400gwt, 142gft and 500 lbs. dry chemical.

The annual colour palette…

Rainy River FN, ON has this 2005 Sterling Acterra / Fort Garry pumper, 1050igpm/1000gwt/25gft.

Coaldale,. AB Pump 5, a 2007 Freightliner M2-106/Fort Garry pump with a 1250igpm pump, 1000gwt.

MD of Provosot, AB (Czar) Unit 18, a 2015 Kenworth T880/Rosenbauer tanker /3750gwt SN#21461

Hope, BC Tanker 1-5. 1990 Ford F800/Hub 840igpm pump/1400gwt.

Louis Bull FN, AB went with blue for their 2006 Freightliner M2 106/Fort Garry pumper, 840igpm/800gwt.

Brantford, ON Quint 12 is a 2008 Spartan Gladiator/Smeal product with a 1500igpm pump, 400gwt and a 55' aerial.

Hughenden, AB's Command Unit is a 2009 International DuraStar / Fort Garry walk-in rescue.

This white over orange rig belongs to the Shuniah, ON fire service. Built by Green Acres and mounted on a 2011 IHC 7400 chassis, it has a 1050igpm pump, 1000gwt, 25gft and (on display) a CAF system.

Killarney, MB Unit 4, a 2009 International 7500 / Green Acres pumper, 1250igpm pump & 1000gwt.

Montreal, QC 3008, a 2001 American LaFrance Eagle/LTI 93' platform. It has a 1250igpm pump and 300 gwt. It was originally with Montreal East and this was their colour scheme, it has since been repainted.

A typical early Bronto built by Anderson on a 1987 Mack MR chassis. Mississauga Aerial 106 had a 1250igpm pump, 125gwt and a 90' Bronto 27-3.

Mississauga ON A101 as a unique 1983 Pierreville Pemfab 100' aerial converted by Anderson in 1987 to a 92' Bronto. It had a 1050igpm pump and 200gwt. (Dave Stewardson photos)

A 70m Bronto belonging to the Macau Fire Service, on a Scania 380 chassis. (Rosenbauer photo)

Articulated Telescopic Firefighting Aerial Platforms by Dan Goyer

Most fire buffs in North America are familiar with the Bronto Skylift or Rosenbauer T Rex type of articulated aerial ladder platforms used in the fire service. In this type or aerial device, the box beam structure provides the carrying strength of the telescopic boom sections and an auxiliary side mounted ladder may be added in order for firefighters or civilians to use the escape ladder to reach the ground. Further, either the base section or the jib boom section articulates, giving the aerial device an extensive range of motion. This capability is best utilized in a water rescue situation or for getting the platform over a roof parapet. Products such as the Seagrave Aerialscope and Sutphen tower do not have an articulating boom section and therefore booms of similar design will not be discussed in this article.

Attending Intershutz in 2015, hosted at the Messe in Hannover, Germany provided a great opportunity for me to ask questions of various manufacturers and it opened my eyes to several platform manufacturers that I had not previously been aware of. I would like to share with you an overview of what is available worldwide in the articulated aerial platform market and a brief background of the manufacturers, to the best of my knowledge.

Two German Works Brigade Brontos: A 52m model on a Scania chassis with body by Zeigler, and a 44m model on a Scania P420 chassis belonging to Nynas AB, a German chemical refiner. (Dan Goyer photos)

Bronto Skylift

In 1972, two gentlemen formed Telinekeskus Oy, a builder of aerial platforms. In 1979 a third partner assumed majority control of the company and expanded the size and scope of the company, adding Brontosaurus Oy, a builder of fire engines. In the early 1980's the assets of Numella Lift were purchased and shortly thereafter the name was changes to Bronto Skylift. From those humble beginnings, Bronto has emerged as the world leader, offering Skylift units worldwide.

For the fire service, the company offers a variety or platform designs that range in height from 22 to 112 meters. The product range has been grouped into series such as the RLX group which offers articulated ladder platforms that range from 32 to 55 meters in height. For industrial firefighting, the SX range offers the capacity to flow up to 12 000 LPM, which is significantly more than the typical Bronto flow rate of 3800 LPM at the platform. Some designs are built for a specific market segment.

To date over 250 Bronto units have been delivered in North America. A number of apparatus manufacturers have represented Bronto over the years including Anderson Engineering, E-One and Pierce. Bronto products are supported by E-One in the United States and Fort Garry Fire Trucks in Canada, both companies only represent Bronto for the fire service, other companies represent Bronto for other markets in North America, predominantly the wind turbine and high reach specialist companies.

Currently three models are available to the North American fire market, the F116RLP, the F135RLX and the F291HLA according to the Bronto website. Fort Garry Fire Trucks has just announced a new Bronto product that they wish to market, called the All Rounder, it features a Bronto boom with a 92 foot reach articulated aerial platform midship mounted on a Freightliner 4 Door cab and chassis, complete with a 1250 US GPM pump and a 300 US gallon water tank, all on a single rear axle. The idea is to offer a competitive product in the single axle quint market.

Stepping back in time to when Bronto first arrived in Canada, Montreal ordered a 22 m water tower direct from Finland in the early 1980's. Anderson looked after servicing that unit which started the partnership between Anderson Engineering and Bronto. Thunder Bay Ontario received the first Bronto unit that was completed by Anderson Engineering. The International Cargostar chassis was sent to Finland to have the Bronto 27-3 unit mounted and once returned from Tampere, Finland, Anderson completed the body and delivered the truck in the fall of 1986. Eventually Anderson Engineering was able to mount the Bronto unit onto the chassis at the Langley BC shops, saving much cost and time. In total Anderson Engineering delivered 42 Bronto units that ranged in height from 23 to 50 meters.

Calgary still has this 1998 E-One Hurricane/Superior/Bronto 50m HLA model, which ran as Bronto 25 when this shot was taken. It has no pump or water and is now in reserve status. (Dan Goyer photo)

Fort Garry's original Bronto demonstrator, built last year on a Spartan Gladiator chassis. It has a 1500igpm Hale pump, 300gwt, a FoamPro 2001 foam system and a 115' tower. (Dave Stewardson photo)

One of the early Langley built Brontos, this 1988 rig went to Sudbury. The Freightliner FLL/Anderson/Bronto product had a1500igpm pump and a 23m tower. (Dave Stewardson photo)

The Bronto F112HLA, at 112m or 335', is the world's tallest. The chassis is a 2010 Mercedes Benz Actros.

A Vema 34F demonstrator seen at Interschutz in 2015. It was placed on a Scania 360 chassis. (Dan Goyer)

Vema Lift Oy

Founded in 1988, Vema Lift Oy, located in the southern part of Finland is a member of the Kiitokori Group and builds a variety of ALP's for the fire service. The F Series is the newest range of platforms available, in heights ranging from 28 to 70 meters, the F Series offers the longest horizontal outreach of all Vema products. The TFL Series had been manufactured for many years with several hundred having been built. These units range in height from 28 to 55 meters. The TWT Series are Telescopic Water Tower units that range in height from 33 to 44 meters. For customers who prefer the CALP, Combined Aerial Ladder Pump configuration, Vema offers units ranging in height from 19 to 28 Meters.

A Vema 343TFL ALP belonging to Devon & Somerset in the U.K,
built on a 2009 MAN chassis. (Desmond Brett photo)

Colwood, B.C. runs this 2015 Rosenbauer Commander T-Rex, 115' tower.
It has a 1750igpm pump and a 250gwt. (Dan Goyer photo)

Rosenbauer

The Rosenbauer Group changed their third party builder of the B Series aerial platforms from Palfinger/Wumagto CTESpA of Italy in 2016. Rosenbauer purchased a 70 percent stake in CTE in 2016 and the facility is now known as Rosenbauer Rovereto. In partnership with CTE, Rosenbauer completely redesigned the boom structure with a new high strength steel called Strenx 960, this change in build material led to a 10% weight reduction which allowed for the boom length to increase from 32 M to 34M while retaining the ability to hold 500kg in the platform and while maintaining the chassis weight within the permitted 18T. Rosenbauer currently offers ALP's with a reach from 34M to 62M.
For other manufacturers, CTE offers their booms under the B Fire brand and Katmerciler of Turkey uses the B Fire brand of booms.
In Canada, Rocky Mountain Phoenix delivered a number of B series articulated platforms, known as the T Rex in North America, to a number of industrial and municipal fire departments, particularly in Alberta during the oil exploration boom. Montreal operates a fleet of T Rex ALP's and the Canadian Department of National Defense also ordered a fleet of T Rex units for use at larger Canadian military bases.

One of the DND T Rex platforms, Red 3 at CFB Shilo. Built on a Commander chassis, it has a 1750igpm pump, a 300gwt and 115' tower. (Dave Stewardson photo)

A Zeigler/Cela demonstrator at Intershutz 2015. (Dan Goyer photo)

Cela

With the collapse of the Simon group of Companies, the assets of Simon Cella were purchased by a group of Cella employees. Under new employee based ownership, the company was rebuilt and the name changed slightly to Cela, a nod to the quality of the product previously manufactured. In 2016, Zeigler bought a 25 percent stake in Cela, which then ended Zeigler's relationship with Bronto Skylift. NAFFCO, based in Dubai UAE, uses Cela aerial platforms as well. Presently Cela manufactures ALP's available in heights ranging from 29.5 to 72 meters.

Once synonymous with aerial platforms in the U.K., Simon Snorkels are no more. This 1997 example from Avon Fire had a 76' platform built by Angloco on a Renault Premium G300-19 chassis. (Desmond Brett)

The Gimaex booth at Intershutz 2015. (Dan Goyer photo)

Klubb Group

In order to expand market share, Klubb Group knew they would need to acquire outside product to expand rapidly. In 2018 the assets of Comeliv were purchased, aside from a variety of access platforms, Comilev built articulated aerial platform, mainly used by French Fire Districts, the BEA42M being one such product. Once the Gimaex Group was placed in receivership, Klubb purchased the assets of EGI, a well known French manufacturer of insulated boom articulated telescopic platforms. EGI was also quite successful in manufacturing firefighting booms for the Gimaex Group, and also seen in North America as the Spartan

TelStar

At Intershutz in 2015 a strategic alliance was formed between Smeal and Gimaex. Since that announcement both companies have been acquired by another controlling interest. Smeal has been absorbed into the Spartan Group and Gimaex dissolved however, EGI is now part of Klubb. Today Spartan and EGI are working together to bring the EGI articulated platform to the North American market. Vancouver, BC will be the recipient of the first articulated boom under this new partnership.

WISS Group

Since its inception in 1988, this Polish manufacturer of fire apparatus has gradually expanded and in the process acquired other companies to help WISS grow their market share. In 2012 Bumar Koszalin was added to the portfolio adding a range of articulated ladder platforms to the company's offerings. Presently ALP's ranging in height from the PMT-25D (25 meters) to the PTM-48D (48 meters) are offered.

Seen at Intershutz in 2015, a Klass Alufiver TM 32 platform on a MAN TGL 12.250 chassis. (Dan Goyer)

Klaas

This small German company has been quietly building the articulated boom platform for the Magirus Multistar starting in 2000. This aerial platform has a different profile that the others, more like a Snozzle where the base section articulates and the upper sections telescope. In a typical year 10 firefighting platforms are built but other aluminum boom designs are where Klaas is focusing the majority of their manufacturing. Klaas also builds the Alumifiver aerial platform for other apparatus manufacturers to use.

Hilton Engineering

Based out of the Netherlands, Hilton Engineering has been building firefighting boom for 30 years. The company manufactures a number of articulated booms ranging in height from 24 meters to 70 meters. Some departments like to run a CARP, Combined Aerial Rescue Platform and Hilton offers three products in the CARP configuration. Hilton represents Iveco Magirus in the Netherlands and therefore departments have access to Magirus aerial ladders or the Multistar in addition to the articulated boom designs of Hilton.

Pozhtechnia

The oldest producer of fire apparatus in Russia is now entering it's 85th year of operation. The company and it's subsidiaries manufacture a complete line of apparatus and a variety of aerial devices including ladders, platforms and dedicated foam making booms. The first articulated boom design was released in 1994 and today the company provides articulated boom apparatus that range in height from 30 to 50 meters. The models being AKP-30 to AKP-50.

Zoomlion

Boasting that they have produced the world's tallest articulated aerial platform, the DG113, at 113 meters this Chinese heavy equipment manufacturer also offers a complete range of firefighting vehicles including the firefighting aerial platforms. Brief reference can be found of the DG 113 however, on the company website four ALP models are available ranging from the 5310DG32 (32M) to the DG 70 (70M).

XCMG

Another powerhouse of heavy equipment manufacturing, XCMG, Xuzhou Construction Machinery Group Co. Ltd, also produces aerial ladders and ALP's for the fire service. The company website offers ALP's for the fire service ranging in height from 34M for the DG34C to 102M with the DG 100 Model ALP.

Everdigm

This Korean manufacturer is relatively new to the market, having been in existence from 2010. The company markets a variety of fire apparatus and also builds their own aerial ladders and articulated platforms. Everdigm holds 95 percent of the domestic Korean market. The articulated aerial platforms offered by the company range in height from the EAP 29 (29Meter) to the EAP 70 (70 Meter).

Morita

In 2012, Morita developed the MVF, Morita Various Fighter, a product in some ways similar to the Multistar. The Morita unit is different in that the articulated boom system is tucked out of sight so when you look at the apparatus body from the side, you have no idea that the boom exists. At Intershutz 2015, Morita had one of the MVF 13 units present. The truck was equipped with a small water tank, a CAFS system and the boom could reach 13 meters.

In an interesting development, the assets of Bronto Skylift were purchased by Morita in December of 2015. The Federal Signal Group was looking to divest from the fire service market and Morita was interested in the proprietary designs possessed by Bronto, this acquisition would help Morita grow beyond the domestic Japanese market. In 2019, a new version of the MVF was announced, this larger unit uses a Bronto based articulated boom design. The MVF 21 has a 21M reach, carries 900L of water and has a Morita CAFS system. The platform has been enlarged so that a wheelchair may be carried.

Inuvik, NWT Pumper 1, a 2013 IHC 4400/Fort Garry with a 1050igpm pump, 1500gwt and 50gft.

Rankin Inlet, NU Engine 2, 1990 Ford CF8000/1992 Superior pumper, 1050igpm/1000gwt. SE1250

Hope, BC Tender 3-5, a 1981 GMC 7000/Thibault tanker with a 625igpm pump and 1200gwt.

Leduc County, AB Squad 11988 Ford L8000 Superior SE904

Turtleford, SK Engine 219R - 2012 International 7400/Green Acres 1050igpm pump/1000gwt/25gft.

Altona, MB #442 1983 GMC C7000 Superior 840/750 Se497

Thorold, ON Pump 3, a 1989 Ford C8000/Dependable, 1050igpm pump, 500gwt.

Charny, QC # 208 is a 1973 GMC 6500/Pierreville with an 840igpm pump and 500gwt.

Norton, NB No.3 is a 2011 Spartan Metro Star/Fort Garry pumper, 1050igpm/800gwt/25gft SN M296

Summerside, PEI Engine 1, 2016 Spartan Metro Star/Fort Garry 1050igpm)/800gwt/10gft s/n M755.

Windsor, NS Aerial 8 is a 1989 American LaFrance 100', ex Uniondale, NY.

Carbonear, NL Aerial 1 is a 2009 Sutphen 100 tower, rehabbed by Fort Garry. It has a 1500igpm pump and 330gwt (Fort Garry Fire Trucks photo)

Pelican Lake First Nation buys Saskatoon Fire Department truck

Truck will aid volunteer firefighters in obtaining next level of certification: chief

CBC News · Posted: Dec 21, 2019 3:45 PM CT | Last Updated: December 21, 2019

Pelican Lake First Nation Chief Peter Bill and Saskatoon Fire Department Chief Morgan Hackl shake hands after the band purchased a fire truck. (Morgan Hackl/Twitter)

A First Nation community that has had to fight fires with a converted three-quarter ton truck now has a real fire truck, courtesy of the Saskatoon Fire Department. The truck's sale was broadcast by Fire Chief Morgan Hackl on Twitter on Thursday. The Pelican Lake First Nation, located about 230 kilometres north of Saskatoon, has made extensive efforts in improving its emergency response services in the last year, it said in a news release. "We needed a fire truck to allow us to train up to our next level of firefighting certification," Pelican Lake First Nation chief Peter Bill said in the news release. The press release said the band has not been able to secure emergency service support agreements from other nearby communities. The band has trained 17 people in setting up a landing pad for STARS air ambulance. An additional 22 band members have participated in the first level of volunteer firefighting courses. The band, which said the nearest ambulance service is 55 kilometres away, also started a first responder training program, which 15 members participated in. Participants are already providing emergency response services in the community, according to the press release.

PhD student hopes to help volunteer firefighters long after the fire goes out

Robin Campbell served for 10 years as a volunteer; now she's studying the mental-health impact

Jon Tattrie · CBC News · Posted: Dec 30, 2019 6:00 AM AT | Last Updated: December 30, 2019

Robin Campbell was a volunteer firefighter for 10 years and could still answer a call today. (CBC)

A former volunteer firefighter in Wolfville, N.S., is now doing her PhD on how the unpaid work can impact people's mental health. Robin Campbell said when you're a firefighter, the danger doesn't end when the fire goes out."A lot of the time how firefighters, how first responders, cope with the calls and the things we deal with is we put it in a back shelf. We compartmentalize and then we don't necessarily want to talk or think about it again, because when we do, it brings us right back to that incident, whatever it was," she said.

Campbell says while the physical danger passes when the fire is out, the mental-health dangers start when everyone's gone home. (CBC)

About 90 per cent of firefighters in Nova Scotia are volunteers. They face the same physical dangers as paid firefighters, but they also face unique threats to their mental health. Campbell is now doing a PhD in health at Dalhousie University. She'll spend time in two volunteer-run rural stations in Nova Scotia, learning about their experiences

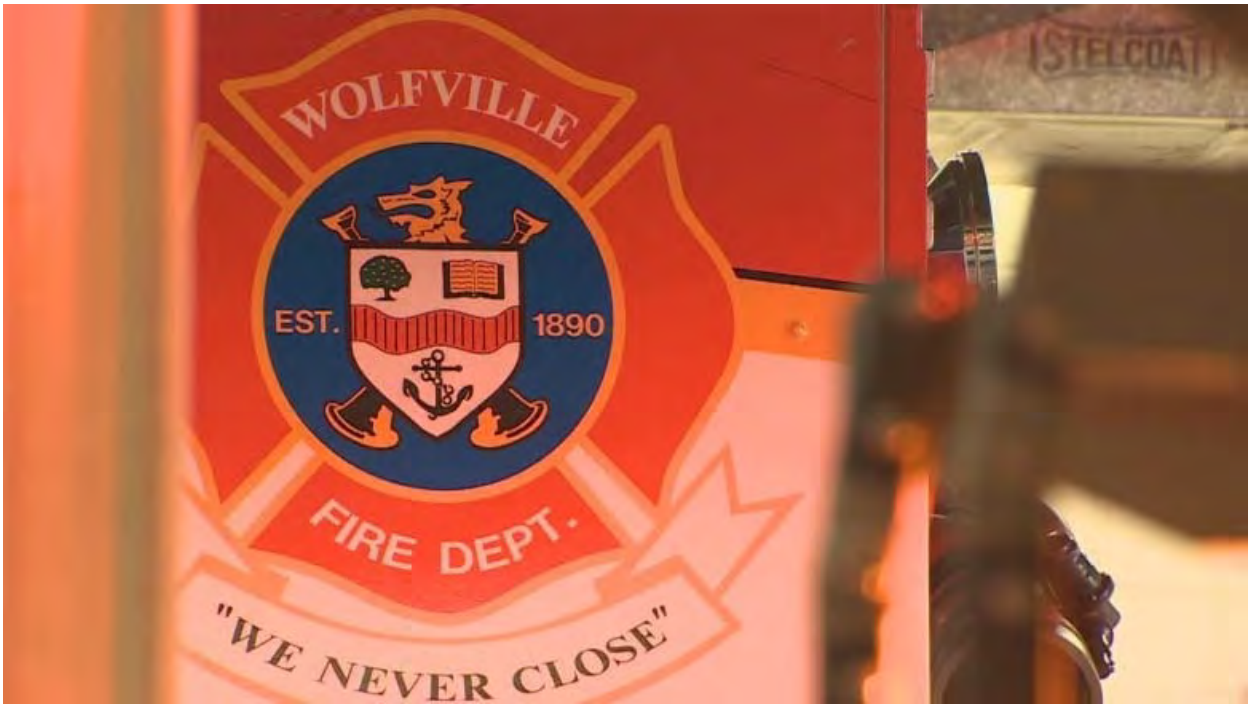
Danger comes when you're alone

Campbell volunteered with the Wolfville Fire Department for 10 years. She remembers her first call came when she was 20 and studying in a library. Her pager blared, freaking everyone out. "There was a car on fire in a garage. I was probably only in for a week when this happened. I was very, very fresh," she said. As soon as the fire was out and the gear cleared and readied for the next fire, she went back to the library.

Robin Campbell is shown during a call to a fire. (Robin Campbell photo)

"It's really hard. When the call first comes in, adrenaline's pumping, you go do what you need to do. It's when you come down off of that, you go back home, back to school, back to work, and that's when you're sitting with your thoughts. And you're alone," she said. Paid firefighters deal with the same stress, but on shifts, meaning they usually spend a few more hours in the fire station with their peers."We might not see each other again until a training night, or until a fire call. We don't necessarily know how other people are doing, because we don't see each other on a regular basis, the way you would on shift work," said Campbell

Helping the heroes…That time can let anxiety, depression and addiction fester, she said. Volunteers are also on call all the time, which can make it harder to relax and recover in downtime. Because they're volunteers, they're more likely to just walk away from firefighting, as they still have work to pay the bills. "We have people struggling in isolation. We need to figure it out because it's people's lives. These people risk their lives for us," Campbell said



The Wolfville Fire Department's motto also points to one of the challenges the volunteers face. (CBC)

If you've lived in or around Wolfville anytime in the last 45 years, Garth Regan has been quietly keeping you safe. The longtime volunteer firefighter has seen the toll it can take. “In the fire service, you never know what you're going to see. And I've seen a lot," he said. “It may cause you trouble. Not right away, but down the road. So what I suggest is if you've been at one of those [bad incidents] at one time, you do seek help."

Garth Regan started volunteering as a firefighter in about 1974. He still answers the call when one of his neighbours, near or far, has an emergency. (CBC)

He said people are more open to talking about the mental toll these days, compared to when he started. Campbell will also look at if men and women need different types of help. "It's a male-dominated field. It's a lot of masculine values in the fire services: the hero, stoic, don't show emotion. As a female, in some ways, trying to live up those masculine values can be difficult," she said. Campbell said attitudes are slowly changing.

This photo hangs in the Wolfville Fire Department. It's a reminder of the physical dangers the volunteers face. (CBC)

"I think there's still a lot of silent people and a lot of people that hide their feelings because of the culture of the fire service," she said. "But I would say perhaps it's starting to open up a little, but we still have a long way to go with that." Campbell said people do volunteer for decades because of all the good impacts it has on their mental health. "It's one of the most incredible ways to give back to your community," she said. "That sense of purpose, that sense of meaning in what you do in your spare time."

Ten series years:

Winnipeg, MB Shop No. 394 was a1960 Mack C-series 100' aerial.

St. Clair Shores #52 in Port Lambton, ON was a1980 IHC CO1810/King Seagrave, 840igpm/1000gwt.

Haldimand County Pump 8, a 1990 Ford F800/Grumman Fire Cat 1050igpm/840gwt.

King Twp., ON #343, a 1990 Pierce Lance Superior 1050igpm/500gwt/50' aerial.