

A NEWSLETTER
DEDICATED TO
MEMBERS OF HALIFAX
REGIONAL FIRE &
EMERGENCY



FeedLine

Serving Canada's Largest Composite Fire Service

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Photo by John Giggey



BRINGING HIM BACK – Firefighters Spencer Mitchell (left) and Adam Firth of E-50 work on Rudy, a seven-year-old English Springer Spaniel they had just rescued from a house fire in the White Hills subdivision of Hammonds Plains March 16th. The service dog was unconscious and not breathing when he was found. Read more about this fire and Rudy on page 31.

Fire Prevention Division

Div. Chief Don Day

Division Reaching Full Complement of Staff

Department Takes Over Inspections at Airport

With the recent appointments of Robert Bishop and George Evans to the Fire Prevention Division, we will have 18 members once our permanent administrative assistant is in place.

This will mark the first time in many years we have had a full complement of staff and it is allowing us to develop a comprehensive business plan for all three disciplines that come under the division: fire prevention, public education, and investigation. That plan is near completion and will soon be submitted.



We will also soon have Zone Fire Prevention Officers in all six zones. Lt. Travis Holman of Station 34 (Mushaboom) has just been appointed for Zone 2, and we're now running a routine for Zone FPO for Zone 5 (Western Region).

More and more field investigations are being cared for by career and volunteer officers who have taken the Fundamentals of Fire Investigation course. On March 1st we introduced quality assurance as part of our investigation policy. All investigation reports are now reviewed by investigators within the division who then provide feedback.

To facilitate the education of all members, there are now fire investigation training links on the Fire Prevention page on our internal web site. Career officers can make use of this for duty training. But the information is beneficial for any trained officer who may find themselves involved in an investigation.

A link to Crime Scene Management is important for all members and can be incorporated into training programs for career or volunteer members. The information varies from how to protect evidence when we find ourselves first in at a crime scene to non-confrontational ways we can keep a suspected drunk driver in his car and on scene as we 'stall' for the police to arrive.

In inspections, we have switched our focus from quantity to quality. There are also some changes that will increase the workload for our inspectors. For instance, whenever there are more than six violations during an inspection, we go straight to an order under the Fire Safety Act. This change has helped to minimize the number of visits the division inspectors have to make to a property in order to ensure all the violations are resolved.

In most cases an inspection does not turn up a lot of violations and usually we can allow a reasonable time for problems to be remedied. But we no longer issue warning after warning. If a problem is not fixed on re-inspection, action is taken. As a result, compliance is up.

Maximum fines have also increased from a few hundred to several thousands of dollars. For instance, in an extreme case the fine for an individual could be as high as \$25,000.

The federal government has gotten out of the fire inspection business and so we have assumed responsibility for the Stanfield International Airport. This is a huge undertaking and we are tackling the facility one building at a time, beginning with the hangars.

All schools in HRM now have to go through a fire inspection every 36 months. It takes from 16 to 20 hours depending on the size of the school, and there are 124 of them in the municipality.

We are also preparing a staff report on recommended changes to the open air burning bylaw. The proposal, which will soon be presented to council, would make the bylaw easier to understand and it would focus on safety.



Vertical Extrication

A high-speed, T-bone collision on the Hammonds Plains Rd. posed a unique challenge for Station 50 volunteers March 23rd. After the roof was removed from this vehicle, the female patient could not be turned due to extensive damage inside the car. Several Station 50 members lifted her almost vertically onto a backboard, then lowered her to the stretcher to be immobilized. Station 59 (Bay Rd.) Capt. Brendan Meagher, who had just gone off shift, also stopped to help. Two people were hurt. One member was also taken to hospital for treatment of a concussion after taking a fall at the scene.

Photo by John Giggey

The Last Alarm

Retired Captain Harris Boutilier passed away Feb. 20th. Boutilier served 34 years with the old Halifax Fire Department. He was 90 years of age.

Firefighter Maurice Snair, a founding and lifetime member of Station 56 (Black Point) passed away February 6th. He was 74 years of age. He joined the department at its inception in 1958 and was still a member of the volunteer association, though not operational.



Safety Matters

Div. Chief Dave Meldrum

Avoiding the Big Ones

Remember to Report Those Minor Accidents and Near Misses

The winter season was a busy one for structure fires and other emergencies. Our firefighters and other members worked together to mitigate a large number of emergencies without serious injury. Great job!

A lot of firefighters were fit tested over the winter. Respirator fit testing is vital for all firefighters. Remember, you must be fit tested on your SCBA every year. Fit testing on N95 single use disposable respirators and any other air purifying respirator you use must be done at least every two years.

Don't neglect this! An improperly fitted respirator can expose you to toxins that, over the long term, could contribute to serious illness. The new "Portacount Pro+" fit testing machine is more portable and easier than ever to use.

During the winter months we experienced a number of SCBA performance issues in the cold weather. Members of "C" Platoon, along with members of the Logistics Division and the Joint Occupational Health & Safety Committee, investigated these near misses, and identified a number of possible contributing factors. Their report is being finalized, but changes in our breathing air systems have already been started. The data will also be very helpful to the committee assigned to look at the next replacement SCBA for our service.

We had a very concerning near miss when carbon monoxide from a natural gas furnace entered one of our fire stations. Many changes were made in that station. Carbon monoxide detectors are required in stations equipped with sleeping quarters. Please check them every month or quarterly as you do your facility safety checklist!

This winter we also discovered a serious problem with some of the batteries in our apparatus. Emergency Fleet Services staff did a complete investigation and replaced all the batteries of this type. Procurement and tracking systems have been improved to prevent this kind of supply issue from re-occurring. Please remember to report all accidents and near misses so we can catch



issues like these!

We experienced a number of incidents over the winter in which apparatus responding to emergencies failed to stop at red lights. In one incident, a civilian vehicle was struck in the intersection. Please remember that our policy for code 1 responses (P-603) requires the driver to come to a complete stop at red lights, stop signs, unguarded rail crossings, and at any intersection where we don't have the right of way or cannot see all lanes of traffic entering the intersection. This is consistent with the recommendations of NFPA 1500 (Standard on Fire Department Occupational Health & Safety Program). Our policy is being revised and CEVO training will be required for any driver who responds "code 1".

Health & Safety Law in Nova Scotia is based on the principle of the "Internal Responsibility System" (IRS). Under the IRS, we all share responsibility for safety. The amount of responsibility we share varies based upon our authority to control the workplace and our ability to affect what is happening.

For example, workers and supervisors have "direct responsibility" because they can, on a daily basis, make decisions about working safely. Firefighters on scene, for instance, are directly responsible to wear PPE and operate equipment safely. Supervisors are directly responsible to enforce safety rules. Managers

(Continued next page)

(Safety - Continued)

usually have more authority and are responsible to provide safe equipment, training and procedures.

Because enforcement is part of overall safety, the Nova Scotia Department of Labour & Workforce Development has introduced a new mechanism into the workplace: Administrative Penalties.

The Administrative Penalties regulation went into effect January 15, 2010. From now on, after a health & safety officer has completed a workplace inspection and issued

orders, a separate administrator will review the orders. The administrator may issue an administrative penalty against an employer, supervisor or employee if they feel it is warranted.

Base penalties are \$100 for an employee, \$250 for a supervisor and \$500 for an employer. These amounts may be raised (to a maximum of \$1000, \$2000 or \$4000) based on the seriousness of the offense. This provides the regulator with another way to enforce health & safety laws without having to prosecute an offender in court.



FIRE PREVENTION – Zone Fire Prevention Officers Robert Andrews of Zone 6, Elaine Oulton of Zone 4, and FF Blake Mann of Station 8 take time out for a photo during a public information display at the Sunnyside Mall in Bedford Jan. 17th.

(Photo Contributed)

Fleet Services

Fleet Manager Paul McCulley

Bronto Skylift in Service in May Five New Rescue Pumpers in Service by Summer

Our new Bronto Skylift from Carrier Emergency was in the hands of the Training Division as FeedLine was going to press and members were being trained.

Carrier sent their own instructor who spent three days with Mechanical, and another five days with the Training Division.

This is an extremely versatile truck and will be invaluable in the event of serious fires in any of our growing number of high rises. Considering its reach of 114 feet, it is also compact. It will be able to manoeuvre even our narrower streets and will be able to easily set up aerial operations around obstacles such as telephone poles and hydro lines.

But there are a lot of electronics on the vehicle, including the pump controls, and mastering the truck will take hours of training per person. The arm has dual controls and so can be operated from the bucket or from the truck.

When it goes into service out of Station 3, it will carry a crew of two. At least two members of any given crew will be fully trained operators.

Mechanical went to Pierreville, Quebec in April for a pre-delivery inspection of a new 1,400-gallon Carl Thibeau tanker on a 7400 International chassis. It's similar to other tankers put in service in the past couple of years and has a three-person crew cab. The vehicle went into service June 2nd to Station 40 in Dutch Settlement. A second tanker will arrive for Station 58 the first of July with an in service expected by August.

June 14th we went to Appleton, Wisconsin for pre-delivery inspections on five new Arrow XT Rescue Pumpers from Pierce. They are expected to be delivered by the end of June and to be in service in July – August.



New Bronto at the training ground



A confined space simulator trailer was to arrive this spring and will be configured by the Training Division. We have also received a 40-foot Soft Side trailer for the USAR team.

Several utility trucks equipped for winter operations have been fitted with brush skids to serve as brush fire units for summer operations. The trucks have been assigned to Stations 17, 24, 38, 6 and 28. A new one ton rescue will be delivered by the end of June for Station 24 with an expected in service date of July 23, 2010. The rescue will come with a Reading service body and will carry five passengers.

We have prepared a five-year utility replacement program for rural and core utilities and will be implementing it as funds are released.

For 2010 we expect to order four more rescue pumpers and one medium rescue.



Photo by John Giggey

MOPPING UP — E-18 Capt. Grant Withers (right) talks to members of his crew, Adam MacNeil (top of ladder) and Christian Williams during overhaul of this building in North Preston early on the morning of March 14th. In the background, a linesman disconnects the power line to the house.

Crews Nail Developing Fire in Preston

You Can't Beat the Fast Attack

What was well on its way into becoming a serious blaze in a large 2 ½ storey home in North Preston was nipped in the bud by first arriving members March 14th.

It was just before daybreak on a Sunday morning when multiple units were dispatched to a working fire on Isaiah Lane with follow-up information that three people were trapped. It turned out everyone was safe.

First in was Captain Howard Grant on E-22 from Lake Echo's sub-station in North Preston. Riding alone, he couldn't initiate an interior attack. But he laid an 1 3/4 line and knocked down fire on the exterior walls. Then Tanker 18 crew under Capt. Grant Withers pulled in,

took over Grant's line, and began an interior attack.

E-21 under Capt. Casey Cameron arrived and stretched 450 feet of high-vol to secure a water supply. Meanwhile E-17 under Capt. Dave Dacey took in a second line to support the interior attack, and E-14 crew under Capt. Wendell MacNeil followed them a few minutes later to help with the overhaul.

There was still lots of work to do, but the combined attack knocked down the bulk of the fire in about 10 minutes and what was developing into a major fire became a two-line job.



FORMER MEMBER DIES — E-45 (Fall River) crew check gas beginning to seep from the tank of this overturned car. From left are Engineer Joe Triff and FF's Cory Dominix, Jason Cane and Auren Deters. The vehicle was hit by a Via Rail train on a private crossing at Windsor Junction Jan. 27th. Killed in the accident was Julie Vials, a long time volunteer and former deputy chief with of the old Lakeview, Windsor Junction, Fall River Volunteer Fire Department.

Former LWF Deputy Dies in Car-Train Crash

A former volunteer member of the Lakeview/Windsor Junction/Fall River Fire Department (now Station 45) died Jan. 27th when her car was struck by a train about 100 feet from her home in Windsor Junction.

Julie Vials, 60, was a volunteer firefighter with LWF for about 10 years. Half of that time was on the officer corps, including about 1 ½ years as deputy chief. She also served as a firefighter at the old Halifax International Airport (now the Stanfield International Airport). She was a corporal in the Canadian Corps of Commissionaires, and was also known for other volunteer work in the community.

The accident happened at a private crossing on a lane connecting several homes, including Vials, to the Windsor Junction Road. By the time the Via Rail train to Montréal stopped, it was more than a kilometre down the tracks out of sight around a curve in the line.

Fire Department Chaplain Sally Budge participated in the funeral at the Fall River United Church. E-42 (Wellington) was also involved in the ceremony, as were members of our Honour Guard and pipers from our Union Pipes and Drums Band.

Members of the airport fire service and the Corps of Commissionaires were also in attendance.



Funeral for Former Deputy

(Above) Pipers Grant Withers and David Spencer play at right as E-42 stands ready to transport the remains of former LWF Deputy Julie Vials following her service at the St. John's United Church in Fall River Feb. 10th.

(Left) Department Chaplain Sally Budge and Honour Guard member Wendell MacNeil stand outside St. John's United Church following the service. MacNeil holds the urn containing Vials' remains as attendees flow out of the church. Budge conducted the service.

All Photos by John Giggey



RETIRED – Cole Harbour and Eastern Passage stations lost some old hands early this year. George Gay of Station 16 and Leon Myers of Station 17 retired at the end of January. Above, Gay poses with buddies Capt. Dave Laybolt and FF Barry Williams. Below, Myers with FF’s Claude Garry, Eugene Jodrey and Capt. Dave Mott. Gay and Myers served the department for almost 50 years between them. The photos were taken at Station 16 during a reception for the two in February.

Photos by John Giggey



Officer Promotions/Appointments

Career Promotions

Kevin Dean, Training Officer

Volunteer Appointments

Zone Chief, Fred Layton, Zone 4

Chief, Dave Raymer, Stations 62,63 (Harrietsfield)

Chief, James Belanger, Station 58 (Lakeside) Reappointment

Chief, Michael Richardson, Station 29 (Moser River) Reappointment

Chief, Dave Lovett, Station 45 (LWF)

Chief, Angela Morash, Stations 52,53,54 (Prospect)

Deputy Chief, Todd Mulyk, Station 58 (Lakeside)

Deputy Chief, Bill Logan, Station 55 (Seabright)

Deputy Chief, Dave McGrath, Stations 52,53,54 (Prospect)

Deputy Chief, Dave Reynolds, Station 24 (Musquodoboit Harbour)

Captain, Dwayne Bell, Station 42 (Wellington/Grand Lake)

Captain, John Lowe, Station 29 (Moser River)

Captain, Ron Doane, Stations 52, 53, 54 (Prospect)

Captain, Todd Gaudet, Stations 52, 53, 54 (Prospect)

Lieutenant, Rose Mary Luedee, Station 59 (Bay Rd.)

Lieutenant, Jonathan Milne, Station 42 (Wellington/Grand Lake)

Lieutenant, Adam Brightman, Station 40, (Dutch Settlement)



Photo by John Giggey

'LUCKY' AND FRIENDS – Rescue 56 (Black Point) and its rescue boat staffed by FF's Steven Stubbert and Amanda Boies were paged out to nearby Hubbards Feb. 08 to help get a stranded Labrador Retriever to safety. The dog, nicknamed Lucky by firefighters, was on a small ice floe about 80 feet from shore on Fox Point Front Rd. Above, a very tired Lucky sits at the back of the Hubbards rescue unit with some of his new buddies. From left are Dwayne Copien, Chief Hans Stokkeskog, Ruthanne Westhaven and Michelle Coolen, all of the Hubbards fire department, and Lisa Smith of Station 56. Lucky was turned over to animal control until the owner could be located.

IWK Honours Firefighters

Parents' Room Dedicated to Firefighter Fund Raisers

The Izaak Walton Killam Hospital for Children has officially opened a parents' room in honour of the funds raised over the years by the Nova Scotia Firefighters Burn Treatment Society.

The beautifully furnished room can be used by parents for consultations and meetings with medical staff as well as to relax privately between visits with their sick or injured children. A 'Sand Dollar' (see next page) dedicating the room to firefighters is attached to a window just outside the door. The windows are frosted to ensure privacy.

Society President Dave Collier, a platoon chief with the DND Fire Department, addressed a gathering of about 20 staff during a brunch at the Link Playroom near the 7th floor Burn Treatment Ward March 1st. He and the society's secretary-treasurer, retired Platoon Chief Dave Gorton, were then given a tour of the ward.

They were shown one piece of equipment which would not likely be on the floor if it weren't for the money raised by the Society.

The Vecta Distraction Station is known by patients and staff as simply the Bubble Machine. It has proven effective in distracting children during necessary and painful procedures.

Firefighters working with the Society have raised about half a million dollars for the ward over the past 20 years.



(Above) Burn Unit Director Dr. Ken Wilson with PC Dave Collier, Nursing Supervisor Jayne Fryday, and retired PC Dave Gorton, outside the new parents room dedicated to Nova Scotia firefighters.

(Left) PC Collier and retired PC Gorton get a close look at the 'Bubble Machine'. With them are Dr. Wilson and the unit operator, child life specialist Shira Zipursky. It's unlikely the hospital could have purchased the unit without donations raised by the Burn Treatment Society.



The Sand Dollar

Sand dollars are from the class of marine animals known as Echinoids, spiny skinned creatures. They live beyond mean low water on top of or just beneath the surface of sandy or muddy areas. Since the sand dollar lives in sandy locations, they can be found along beaches as the tide recedes. (*Guide to Identification of Marine and Estuarine Invertebrates; 1971*)

Its connection with charity comes from the tale of a man watching children pick up sand dollars which had been stranded along a beach as the tide went out, then throwing them back into the water.

According to the story, the man told the children they were wasting their time because the beach was littered with sand dollars and so the few they threw back wouldn't make any difference.

The youngest girl picked up a sand dollar, and threw it out as far into the water as she could, then said with the wisdom of a child: "I made a difference for that one."

This story has inspired the use of sand dollars to recognize donors who have made a difference for many through their contributions.

Photos by John Giggey



(Top) Dr. Ken Wilson, director of the Burn Unit at the IWK, stands beside the 'Sand Dollar' dedicating the room to Nova Scotia firefighters.

(Bottom) Retired DND Platoon Chief Dave Gorton, secretary-treasurer of the Nova Scotia Burn Treatment Society, relaxes in the new parents' room.

The South St. Fire

Ventilation, Ventilation, Ventilation

Why a Block of Buildings Didn't Burn

E-2 crew under Capt. Tom Martin, responding to a call of a possible structure fire, arrived to find a large volume of smoke coming from the 2nd and 3rd floors of one of a row of three-storey buildings on South St. Jan. 12th. The structures housed several popular downtown restaurants and a number of apartments.

Incoming E-3 secured a water supply from a hydrant half a block away, then Cpt. Cliff Messervey of E-3 took command as Martin and his crew entered the building with an 1¾ line and started a search for the seat of the fire.

Messervey had his crew stretch a second line, did a 360, had Aerial 1 set up for ventilation, called in an additional unit as smoke conditions worsened, then handed command off to PC Chuck Bezanson. He and his team then stretched the second line into the 1st floor, taking a TIC with them in the search for the fire. With the TIC indicating lots of heat in the walls, he notified command the main fire might be in the basement.

By now Bezanson had called two more units to the scene, E-4 and Quint 5. About this time conditions rapidly deteriorated on the 2nd floor and Capt. Messervey's crew had to withdraw to a landing. Bezanson sent Quint 5 crew under Capt. Peter Andrews with a 2½ attack line to that floor to back up E-2. There was a smoke explosion (flashover) on the 2nd floor A side, but the two crews together were able to knock down most of the free burning fire that resulted and soon were back on the floor hitting

visible fire and overhauling.

In the meantime E-4 crew under Capt. Lawrence Landry had been tasked to make entry to the immediate exposure on the B side, a three-storey building that included a restaurant. Working their way up from the basement, they encountered smoke and fire conditions

on the 2nd floor. After extinguishing that, they made three more entries, digging out fire in walls and ceilings, assisted by E-6, effectively stopping the fire spread in that direction.

Since the row of buildings shared a common roof and the fire was rapidly going up the walls, roof ventilation was clearly critical to limiting fire spread. At one point Bezanson had Aerial 1, Quint 5 and Quint 7 all on roof operations along with other units to support them. The tactic worked and although it was not controlled for several hours, fire damage was largely contained to the original building and parts of the B-1 exposure.



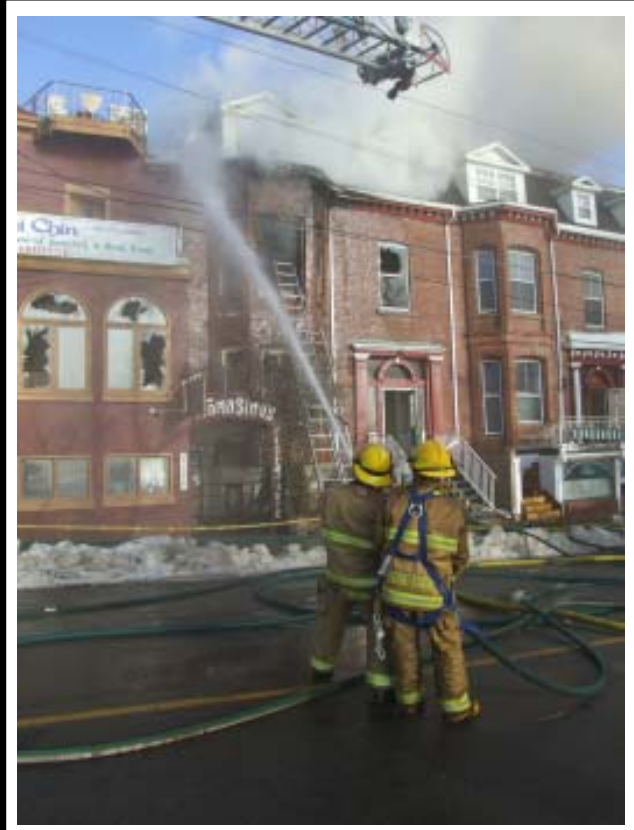
Over the course of the 10-hour operation, nine engines, four quints, Aerial 1, Tacts 1 and 2 and the rehab trailer operated at the scene, with some units rotating through.

(Inset) PC Chuck Bezanson keeps an eye on the progress being made by interior crews.



(Left) E-2 Engineer Steve Rogers watches the progress against the fire from the vantage point of his pump panel.

(Below) FF Rob Belliveau of E-2 gets another bottle from Dave Geldart of E-3 before re-entering the building.



(Left) Quint 5 engineer Glenn Armitage backs up Patrick Greene, engineer of Quint 12, on a line to knock down some exterior fire around the roof while crews work inside.

More Photos on Page 16

South St. Fire - Continued



(Above left) E-8 engineer Ken Bottomley gets suited up for some inside work.

(Above right) E-6 crew under Capt. Paul Stoddard knock down some hot spots from the 3rd floor veranda of the exposure on the B side, which also housed a restaurant and apartments.

(Left) PC Chuck Bezanson practices a little animal control on the side as he chats with E-4 Capt. Lawrence Landry. The cat had just been handed to him by E-14 engineer Billy Mills who was part of an interior team.

Photos by Ron Shano and John Giggey

Photos Contributed



BELL MEETS WITH BEDFORD VOLUNTEERS – Martin Bell, national president of the CVFSA, chats with Station 8 volunteers during their annual meeting in February.

Head of Canadian Volunteer Firefighters Group Meets with Station 8 Volunteers

By Zone FPO Robert Andrews

Martin Bell, National President of the Canadian Volunteer Fire Service Association (CVFSA), dropped into Station 8 in Bedford Feb. 2nd to talk to volunteer members during their monthly meeting.

Bell gave the members an overview of the association and some history and what they can provide to assist volunteer firefighters across the country.

Members of the Bedford Volunteer Fire Fighters Association were members of the CVFSA when it began, with its first national meeting being held in Halifax in 1999. At that time several HRM volunteers attended, representing their respective departments/stations.

Bell, who has been president since 2008, has also been a member of the Conquell Bank, N.S. Volunteer Fire Dept for 35 years where he serves as a firefighter/paramedic.

He is also a former president of the Fire Service Association of Nova Scotia and of the Maritime Fire Chiefs Association. He works as an emergency medical dispatcher for EHS.

Station 8 members were quite interested in what Martin had to say and had several questions in the hour long session.

Each year the CVFSA gathers for its annual meeting in September, and for the last couple of years it has been held in Ottawa in conjunction with the annual Fallen Fighters Memorial Service which all firefighters can attend.

Station 8 volunteers would like to thank Martin for his time in coming to speak to us.

Photos by Ron Shano and John Giggey



COMPANY 12 members (L to R) Kevin Guy, Capt. Barry Greer, and Ray Adekayode, along with Quint 12 engineer Marc Legere, wait while another crew uses a handline to knock down heavy interior fire from outside the house. Minutes later crews re-entered the building.

Dartmouth Home Gutted

Crews Temporarily Go Defensive Because of Heavy Fire

When your face mask discolors as you open a door to attack a fire, you know it's hot.

That's what happened to FF Whitney MacLeod of E-14 at a heavily involved split-level house fire on Skeena St. in Dartmouth Jan. 14th.

As E-14 arrived, Capt. Larry Slaunwhite found heavy fire shooting out of a basement window, up the front of the house to the living room window and into the eaves. As he and his crew started to lay a line to the front door, Quint 13 arrived and command was passed to Capt. Steve Turner.

MacLeod, a member of Slaunwhite's crew, had the nozzle as they made entry through the front door. They ran into dense smoke and extreme

heat. Turner had just completed his 360 and suggested they enter through a back door.

They backed out. Two lines were taken to the C side and entry was made through the rear door. MacLeod and Quint 13 members Sean Harrison and Mary Leggett took their line upstairs where the extended fire was making headway, while E-14's Mike Fujiwara and Quint 13's Rodney Meisner took their line downstairs to the seat of the fire. Between the two teams, much of the fire was pushed out the front of the building.

By this time Turner had called for an extra unit, secured a feed to E-14, and then had the rest of his team join the attack on the main floor. As soon as 12 Company

(Quint 12, Aerial 2 and Tact 1) arrived they were assigned to roof ventilation and accountability.

When PC Bryson Wilson arrived he assumed command and ordered another extra unit to stage nearby. At one point roof and interior crews were withdrawn due to heavy fire, particularly in the attic area. This was largely knocked down by exterior lines and the interior crews went back to work. Soon after that the fire was pretty well under control.

Only later back at the station did MacLeod complain about a burning sensation on one ear. Slaunwhite discovered a blister on her ear and when he examined her gear, found that the face mask had been discoloured by the high heat.



(Above) Quint 12 Capt. Barry Greer and Matt Cox, a firefighting student with Holland College riding with Q-12 that shift, come out of the building for fresh bottles.



(Right) It might have been -5 outside, but it was hot inside. Quint 13 FF Rodney Misener cools off after helping to knock down the fire.

(Below) PC Bryson Wilson chats with E-14 Capt. Larry Slaunwhite (center) while members knock down exterior fire in the background.



The Return of Engine 1



The Pierreville when it arrived in Halifax in 1976

Restored Pierreville Will Serve as Funeral Truck

Including alpha units and spare apparatus, there are about 60 engines in our department. But there is no Engine 1. That is about to change.

A 1976 Pierreville pumper which has served Halifax for 34 years is being restored and will be dedicated as Engine No. 1 in December during our annual remembrance of the nine members killed in the Halifax Explosion. It will serve as a funeral truck for department members.

The Pierreville had travelled all across Canada as a demo for the old Pierreville Fire Truck Company before it was bought by the Halifax Fire Department.

The 2,200 gpm pumper was bought specifically to feed the snorkel running out of West St. and was Engine 2 for a number of years. It later became Engine 1 in West Street, then ran out of what is now Station 4 on Lady Hammond Rd., and later operated from what was then Station 8 (now Station 6) in Spryfield. It also served in a number of volunteer stations within HRM following amalgamation.

The Pierreville has a lot of history with us. Chief

Director Bill Mosher went on his first call on the truck back on a Sunday in 1978 and it was the first fire truck he ever drove as an assigned operator. Capt. Wendell MacNeil of E-14 also remembers it as the first apparatus he drove.

We almost lost the truck at the Hallidays Lumber fire in the 1980's in north end Halifax. Doug Castel, now engineer on E-10 in Sackville, was operating the Pierreville that day. "The building burned so fast we had to relocate apparatus several times. It was an old building, full of sawdust."

Suddenly the flames threatened the Pierreville, which was feeding the snorkel. "It was hot," he remembers. "They put a hose on me so I could get in the cab and move the truck."

Much of the Pierreville's paint was scorched and the front windows were cracked and discoloured by the heat. But it was repaired and continued in service.

The restoration came from a discussion between E-14 Capt. Wendell MacNeil and Paul MacKenzie, coordinator of the Firefighter and Family Assistance

(Continued from Page 20)

Program. “We had a couple of antique trucks we had used on occasion for funerals,” says MacNeil. “But we thought it would be good to have a truck dedicated for that purpose. We took the idea to Chief Mosher. He said the Pierreville was being decommissioned and that he would like to save it. We got permission to refurbish it.”

It will be dedicated as a funeral truck. But at the chief’s discretion it may participate in some parades or be offered as a funeral truck to any department in Atlantic Canada in the event of a Line of Duty Death.

The Pierreville will be going home. The plan is to store it in a protected bay at Station 3 on West Street where it began its career with our department.



(Above) The Pierreville after being damaged at a fire in the 1980’s.



(Left) A recent photo of the restored pumper.

(Below) The Pierreville runs out of Spryfield in the 80’s.

Photos provided by Capt. Wendell MacNeil



Battle of the Badges - 2010



CHIT CHAT — Former NHL'er and guest referee Dennis Hextall uses his mike to have a rink-wide conversation with Dave Jenson of Team East during the annual Battle of the Badges fund raising game at the Halifax Forum in March.

\$7,500 Raised for Charity in Annual Battle of the Badges

“What the Hell are You Doing Here?” – Family Reunion on the Ice

Auren Deters of Team West was just doing his thing – warming up with a pre-game skate. Then he came face to face with someone he didn't expect to see.

“What the hell are you doing here?” he said to Dennis Polonich. “I'm one of the stars,” said Polonich, who spent eight years in the NHL, most of that time with the Detroit Red Wings.

Deters and Polonich are used to seeing each other. But it's usually at family gatherings, not on the ice. Polonich is married to a sister of one of Deters aunts in Ontario.

Polonich was one of three retired NHL'ers participating in this year's Battle of the Badges fund-raiser.

Guest referee this year was Dennis Hextall, who broke into the NHL with the New York Rangers during the playoffs in 1968. He jumped back and forth between the AHL and the NHL for a few years. But most of his 13-year NHL career was with the Minnesota North Stars and the Detroit Red Wings. His final two years were

with the Washington Capitals. During his career, he scored 153 goals and got 350 assists in 681 games.

Igor Kravchuk played professionally in Russia before his 15-year career with the NHL, which included five years with the Edmonton Oilers and four with the Ottawa Senators.

Since the West Team was a little short of manpower, both Polonich and Kravchuk played with that side.

Deters had another bright side to the annual event at the Halifax Forum March 18th. He won the Bud Ryan Memorial Trophy for Most Valuable Player of the game. It was presented by Bud Ryan's widow, Doris. Bud was a member of the old Halifax Fire Department for 35 years. Doris contributed the trophy in his memory.

When it was over, West had won by a score of 8-6 and another \$7,500 was raised for charity.



(Above) Chief Director Bill Mosher prepares to drop the ceremonial puck to officially open the game. Team West captain Rob Belliveau is on the left, and Team East captain Adam McNeil on the right.

(Below left) Retired Capt. Gorden Snell, who has coached minor hockey for years, had a ball behind the bench for Team East.

(Below right) PC Mike Blackburn, one of the organizers, and guest referee Dennis Hextall have a pre-game chat.

(More Photos on Page 24)



Battle of the Badges - 2010 *Continued*



(Above) Members of Teams East and West pose for a group photo following the game.

(Left) Auren Deters of the West Team is presented the Bud Ryan Memorial Trophy for Most Valuable Player by Doris Ryan, wife of the late Bud Ryan, a member of the old Halifax Fire Dept. for 35 years. Doris contributed the trophy in memory of her husband.

Photos by John Giggey

Combined Effort Stops Spreading Fire in Spryfield

E-6 under Capt. Bradley Connors arrived on the scene of a reported structure fire on Bryden Ave. Feb. 11th to find a single storey vacant house heavily involved and fire already extending to an occupied residence just six inches away on the C exposure.

Connors had two 1 ¾ lines stretched simultaneously. FF Matt Blouin took one to the front door of the involved building, while FF Greg Gibson laid another to the C/D side to protect the exposure.

With Quint 5 pulling in, Connors passed command to Capt. Kevin Slaunwhite, then entered the primary building with Blouin and Gibson for an interior attack. A fifth member of his crew, Blair Cromwell, took the exposure line.

Slaunwhite's crew helped secure the water supply and took a 2 ½ to the B/C side to protect the exposure. Quint 7's crew under Capt. Jim Martell got ventilation going and also helped with exposures.

The aggressive interior attack soon had the main fire knocked down, and the pincer movement on the C side exposure by Quint 5 and Quint 7 crews saved the primary exposure on the C side, which sustained only exterior fire damage. E-4 and Tact 1 also operated at the scene.



OVERHAUL – Quint 7 members do some overhaul in the narrow space between these two homes on Bryden Ave. Feb. 11. From left are Capt. Jim Martell and FF's Danny Cane and Brian McKay. Steve Blois of Aerial 1 holds the line at right.

Photo by John Giggey

Combat Challenge - in Dubai?

Our Team Assists in Organizing Event in Middle East

By Firefighter Joe Triff

Combat Challenge competitions for firefighters have become more and more popular in North America and parts of Europe. The competition is now spreading to the Middle East where the United Arab Emirates will run six events next year.

To assist them in getting started, Canada sent 13 firefighters to Dubai in January to help run a Combat Challenge training camp for prospective teams. Capt. Cyril Fraser and Firefighter Joe Triff represented our team. Halifax was the only Canadian city to send two members. It was to be a once in a lifetime training opportunity.

Over the span of seven days Fraser and Triff helped conduct training camps on the FireFit Championships and Firefighter Challenge with teams of firefighters from all over the Middle East. The final two days included an inaugural Middle East Combat Challenge competition involving both the local teams as well as the Canadian team.

Both our members had exceptional performances. Triff won the overall event, beating out the defending World Champion from Waterloo, Ont. in the final race of the day with a time of 1:28, over four seconds faster than any other competitor.

Fraser was the fastest over 50 competitor, and the pair of Fraser and Triff took second in the NxG2 tandem. They were narrowly edged out by 1/100th of a second by a team from Sudbury.

The Canadian team was also randomly divided into four-man relay teams. Fraser and Triff ended up on the winning team.

The event was held as part of the Intersec conference, the largest civil defence conference of its kind. There were over 17,000 visitors.

The Competition was the first of its kind in the Middle East and was a positive one, building relationships between firefighters from opposite sides of the world. Working through language barriers and cultural differences added to the experience.

After the competition the Canadian team was treated to a few local traditions, such as a desert safari, traditional dance, food, camel rides and a trip to the top of the new Burj Khalifa, the world's tallest building. It stands over 2,700 feet tall.

On behalf of the team, we want to express our special thanks to HRM Fire for their support of this journey and continued support to our Combat Challenge Team.



Inset: Combat Challenge team members Joe Triff and Cyril Fraser pose with our department flag in front of a Dubai fire truck. Canada sent 13 firefighters, all members of Combat Challenge teams, to help organize a similar event in the Middle East.

All photos contributed by team



(Above) Capt. Cyril Fraser with a Dubai Civil Defence firefighter (left) and a firefighter from Germany who was working in Dubai and came by for a visit.



(Above right) Firefighter Joe Triff with his trophy after placing best overall in the individual event.

(Below)

Triff looks up to check on his partner, Trevor Fera of the Brampton, Ont. Fire Department, during an exhibition competition before members of the Dubai royal family.

(Below right) Fraser and Triff between events. *(More photos page 28)*





(Above) Fraser and Stephane Deschenes of the Longueuil Fire Department in Quebec have a quick chat between events. Volunteers in the background reset the course for the next team.



(Right) Triff is presented with a certificate of appreciation by the colonel of the Dubai Civil Defence.

(Below left) Fraser takes a breather between events in Dubai.

(Below right) Fraser's flaming helmet caught the attention of a number of participants in the Dubai event. Here a Dubai Civil Defence firefighter wears it during a competition.





Photo by John Giggey

THE LINEUP – Divisional Capt. Gerry Kane of the Training Division lines up with some buddies during an open house at Station 9 Feb. 18th marking his retirement after almost 33 years service. From left are: Training Officer Dave Slaunwhite, retired member Gary Euloth, Gerry's wife, Joy, FF Mark Pryde of Station 4, retired member John Craig, FF/Engineer Wilfred DeBay of Station 9, and Kane. Kane joined the Sackville Volunteers in 1977 and went career in Sackville a year later. He joined the Training Division a year after amalgamation.



AND THE WINNER IS – Zone 4 Fire Prevention Officer Elaine Oulton poses for a photo with Veronica Weiher, the winner of the zone's Christmas fire prevention contest. Fire prevention displays were set up in Christmas tree lots by several zone FP committees. Weiher's name was drawn as the winner of a Christmas basket of Christmas-related safety gifts. The presentation was made in the Christmas tree lot at the Fall River Service Centre.



Capt. Larry Landry with some members from his last shift: (from left) Dave Pace, Mark Pryde, Landry, PC Chuck Bezanson, and Stephen Slaunwhite.

Capt. Larry Landry Retires – 35 Years Service

Helped Bring in First Rehab Unit, First HazMat, First CIS

Capt. Larry Landry worked his last shift at Station 4 in February after 35 years of service.

Landry began his career with the old Halifax Fire Department in 1975 working out of the old Morris St. fire hall. Over the years he helped bring several firsts to our department.

He was part of the crew that refurbished an old City Transit bus which then served for several years as our first rehab unit, and helped organize and then served with our first hazmat response team.

Landry also worked with Platoon Chief Roy (Ed) Bowridge and Art Hartling, both now deceased, in setting up our first Critical Incident Stress team. With the department giving them the time off they needed, the three paid their own expenses to travel to Baltimore to receive training from Dr. Jeffrey T. Mitchell in CIS Management. Mitchell, a former firefighter, is now a Clinical Professor of Emergency Health Services, University of Maryland, and President Emeritus, International Critical Incident Stress Foundation.

This was ground-breaking stuff years ago. On their return the department found itself with one of the only CIS teams in this part of the country. Our team would help out in critical situations all over the province, including at the Westray mine disaster.

After amalgamation, Landry was one of the captains who volunteered to work in suburban stations which needed officers and so was sent to Sackville for a while before coming back into the city. He was assigned to Station 4 a year ago where he wrapped up his career.



RUDY AND HIS FRIENDS – Rudy, a seven-year-old English Springer Spaniel, poses with his owner and the folks at Station 50. From left are firefighters Spencer Mitchell and Adam Firth, who rescued Rudy; E-50 FF/Engineer Robert MacKenzie; FeedLine's John Giggey; owner Tanya Elsworth; and E-50 Capt. Richard Fong. (See thank you letter, Page 41)

E-50 Crew Knock Down Kitchen Fire - Save Pup

E-50 Crew under Capt. Richard Fong were advised en route to a structure fire call March 16th that smoke and flames were visible, there was no one home, but a dog was inside.

On arrival Fong found heavy black smoke coming out the front door and flames coming from a vent on the D side of a two storey home on Rockcrest Drive in the White Hills area of Hammonds Plains.

Fong and Firefighters Adam Firth and Spencer Mitchell stretched a 1 ¾ line through the front door and straight down the hallway to the kitchen, knocking down the main fire in just a couple of minutes. He then sent Firth and Mitchell on a primary

search with instructions to keep an eye out for the dog.

Mitchell found the pup, Rudy, a seven-year-old English Springer Spaniel, unconscious and not breathing on the floor of a bedroom on the 2nd floor.

With Tankers 59 and 10 arriving on scene to assist with overhaul, Fong released Mitchell and Firth to focus their attention on attempts to revive the dog which had been removed to the front porch. They were joined by FeedLine's John Giggey.

After about 25 minutes the dog began to breathe on its own. Giggey then took over 'patient care', got a

fresh O/2 bottle from Lt. Mike Orr of Tact 59, and climbed into an RCMP cruiser so the dog could continue getting oxygen during a rush trip to a veterinary hospital in Tantallon. Police had called ahead and so a vet was waiting in front of the clinic when the cruiser pulled in.

Rudy, a certified St. John Ambulance health therapy dog who works with seniors and alzheimers patients, spent a couple of days in hospital, but recovered fine. Rudy and his owner visited the crew at their station two weeks later to thank their new friends.

Photos by John Giggey



FAMILY AND FRIENDS – FF/Engineer Gerald Crooks wears some of his original gear as he gathers for a photo with his family and friends during an open house at Station 21 in Lake Echo March 31st. He's flanked by his wife, Betty, daughter, Karen Dominix, and, behind Karen, Station 45 FF Cory Dominix, Karen's husband. Gerald is holding his six-week-old grand daughter, Madison Dominix. (Below) Crooks with retired member Alfred Crouse, also a founding member of the old Lake Echo Volunteer Fire Department. He became the department's first paid firefighter in 1976, and he retired in 1995.

Gerald Crooks Retires After 37 Years of Service

Gerald Crooks worked his last shift at Station 21 in Lake Echo in March, ending a firefighting career that began 37 years ago.

Crooks joined the Lake Echo volunteers when the department was formed in 1973. He went career with the station in 1979, and also continued as a volunteer firefighter for many more years, finally retiring from the volunteer corps in 2001. He spent his entire career in Lake Echo.

Volunteer and career members flocked to the Lake Echo station to bid farewell to Gerald as he worked his last shift March 31st.





Photo by Ron Shano

INSIDE AND OUT — Capt. Jim Sutherland and FF Bruce Sangster of Quint 12, and FF Wayne Ash of E-15 check for extension on the roof, while FF Rob Girard of Quint 13 is seen through the window involved in overhaul of the gutted apartment. Girard is normally on D Platoon at Station 6, but came in for a few hours to cover for a member.

The Shortcut and The Save

Combined Effort Makes Fast Work of Apartment Blaze

Capt. Jim Sutherland and his Quint 12 crew arrived at a large, three-storey brick multi-unit apartment building on Victoria Rd. in Dartmouth March 12th to find heavy fire and smoke venting from an apartment on the top floor.

Since the building was set back more than 200 feet from the road, Sutherland opted to relocate his apparatus to a side street, stretch a 2 ½ with a wye over a fence, and head in the front door with a high-rise pack and begin the attack. While they were setting up, Quint 13 under Capt. Nick Antoft arrived. They got a feed going and Antoft assumed command so Sutherland could go inside with his crew.

With Bruce Sangster on the nozzle and Rob Girard backing him up, the crew entered the apartment. The fire had breached the wall and ceiling between two apartments and had spread into the roof area.

Capt. Sutherland said later: "We could have easily lost far more than we did. I credit Bruce and Rob with making a very good stop and 13 Quint for making it easy to do our job. Quick action of all crews on scene prevented the fire from spreading. Everything went as planned and everyone did what had to be done, a real credit to the professional approach they take to their jobs."

Sutherland also said members got a break in that the construction of the roof and the way the trusses ran worked to their advantage.

Damage was confined to the burn apartment and the roof and ceiling area of the neighbouring unit. Engines 14, 15 and 3, Quints 12 and 13 and Tact 1 operated at the scene.



MULTIPLE LINES – A 200-foot section of St. Margarets Bay Rd. is full of fire lines at the height of the fire. Manning 2 ½ lines from the highway are Station 59 (Bay Rd.) members Dave O’Laughlin and Craig Kinsley (background) and Station 56 (Black Point) members Nicole Hornsby (left) and Ian Duguay (foreground). Below, firefighter Laurence Kaizer of Station 56 mans a 2 1/2 line on the A side.

The Boutilliers Point Marina Fire

Fire destroyed one building and heavily damaged another at a boatyard in the 7200 block of St. Margarets Bay Rd. in Boutilliers Point Feb. 19th.

The fire broke out around 5:30 a.m. and first-arriving units found a wooden building heavily involved, and the fire spreading to an adjacent large metal-clad structure. The wooden building burned to the ground, while the other was gutted. A nearby home had a narrow escape, with the siding on one side melted off by the heat.

Four engines, 11 tankers and a quint from Zone 5 (Western Region) as well as from Sackville, Hubbards and Blandford operated at the scene.

Photos by John Giggey





(Above left) FF Laura Allan of Lakeside gets a washdown From Lt. Mark Walker of E-62 after being covered with debris while operating on the C side of the structure.



(Above right) FF Jason Gallant and Capt. Robert Isnor of Station 55 (Seabright) play a hand line through heavy smoke into the interior of the building from the A side.

(Below right) FF Ian Duguay of Station 56 (Black Point) pours water on the smouldering ruins of the building where the fire was believed to have originated.

(Below left) Lt. David Rose (left) of Stn. 56 (Black Point) directs a member manning a line at the rear of the structure.

See Finding the Water on Page 36





Finding the Water

The St. Margarets Bay Rd. marina fire was a classic example of using pre-planning and ingenuity to find a whole bunch of water in the middle of nowhere, and then getting it on the fire.

Lt. Mike Colley (above, with E-59) is an 11-year veteran volunteer at Station 59 (Bay Rd.), and has been a driver/engineer for years. His experience showed at this blaze where a jumble of lines surrounded his truck.

But what looked like a mess all made sense to Colley. He was drafting from a double porta-tank setup and feeding two 2 ½ inch lines (one of which was wye'd off to two 1 ¾ inch lines), two 1 ¾ inch lines, and had a four-inch feed going to E-56 (Black Point) which was operating 500 feet away on the other side of the fire. That truck in turn was feeding a 2 ½ attack line, a blitzfire monitor, and a 1 ¾ inch line.

In fact that four-inch feed between Engines 59 and 56 actually served as a double backup. E-56 was also running a double porta-tank. And they were both being fed by tanker shuttles from the same dry hydrant on Shea Lane, three kilometres from the fire.

Here's how it worked. With both large buildings involved,

there was basically a couple of hundred feet of firefront along the main highway. It wasn't practical or safe to run tankers directly by the fire.

The tankers were split into two groups. Some came straight down the highway to Colley's engine, and others used a back road to circle around the fire and drop their loads at the porta-tanks feeding E-56. That allowed for multiple lines from both trucks located on either side of the fire. The four-inch feed in between could be used by either engine to support the other if anyone ran low of water.

Later in the morning, with the tide in, T-55 from Seabright was able drop its hard suction over the side of the highway into bay water and pump straight to E-59 through a thousand feet of hi-vol. That eliminated the need for the shuttles.

To make things interesting, at one point the attack switched to foam due to the fuel load in one building and Colley ran through 175 gallons of foam operating at 3%. One member was assigned to the top of E-59, which has a 25-gallon foam tank, and he did nothing but dump containers of foam for three hours.

Just another day in the life of rural water supply.



DOGGIE MASK DONATION – Invisible Fence Brand of Nova Scotia, a company that specializes in invisible fences and other safety products for dogs, presented the department with 13 new doggie masks at Station 3 on March 25th. From left are FF Dave Geldart, Divisional Chief Mike LeRue, FF's Leonard March and Mike Harlow, Capt. Kevin Reade, Jane Wentzell of Invisible Fence, Divisional Chief Dave Smith, and FF's Scott MacKeller and Darren Young. The puppy in front: Gypsy King.

The Long Haul

600 Feet of 2 ½ Attack Line? Sometimes You Do What You Gotta Do

Lt. Paul Clark of E-38 (Middle Musquodoboit) could see the smoke a kilometre away while responding to a report of a house fire Jan. 18th, so he anticipated a working fire. What he didn't anticipate was the long haul.

The home on John Grant Back Road in Meaghers Grant was on a hill more than 600 feet from the dirt road. And what passed for a driveway, but was more of a woods road, was a sheet of ice making it impossible for apparatus to get up to the fire.

You don't manhandle 600 feet of high-vol, especially with limited manpower. And so Clark went with his only other option, a long, long lay by hand of roll after roll of 2 ½ hose. When they got within 40 feet of the house, it was wye'd off to a metro pack.

The fire had self-ventilated on the C side as the lines were being laid, and so once they had water Lt. Ron Powell of

E-23 joined E-24 crew, Lt. Nick Maheux and firefighters Steven Andrews and Mike Shannahan, for an initial attack in the front door.

Firefighters Stephen Slaunwhite of E-38 and Jeff DeYoung of E-23 took in a second metro pack off the wye and went inside as a backup. The fire was quickly knocked down.



RESTING UP — FF's Mike Shannahan (foreground) of E-24 and Jeff DeYoung of E-23 (left) take a breather after the bulk of the fire in the bungalow in the background had been knocked down. At right is Dist. Capt. Paul Irving (Safety).

Photo by John Giggey

Retired Section

Old Station 45 to Help Preserve our History Station Turned Over to Interpretation Center

The Regional Firefighters Interpretation Center Association has a home.

Recently the old Fire Station 45 in Fall River has been taking shape as the new site to showcase antique firefighting vehicles and artifacts from the region.

The building will not have the capacity to hold all of our artifacts, but it's a good start. Over the next few months our dedicated members will be working to put this building in shape so we can open our center.

We look forward to serving the public, displaying artifacts and educating visitors on the unique history of firefighting in Canada. And it all started in 1754 in Halifax, the oldest fire service in the country.

There is room for two antique fire trucks to be on display: a 1958 American LaFrance, and a 1971 American LaFrance. Both are pumpers. There will also be hand-pulled hose wagons, and a large display of other artifacts including photos, gear, and a working spring-operated fire alarm box. The plan is to eventually connect the old box to a bell.

This will be the first fire museum in HRM. It's expected to be open this summer. Members are still working out the hours of operation.



FIXER UPPER — Ron Shano of the Regional Firefighters Interpretation Centre does some renovations at the old Station 45 in Fall River. The plan is to turn it into a fire museum and also to store some of the many items the group has gathered that relate to the history of the various departments that now comprise HRFE.

Photo by Tim Smith



RETIRED CHIEFS — Chief Mike Lawlor, Platoon Chief Terry Raine, and Deputy Chief Ted Hodgson gather for a photo at the Dartmouth Fire Veterans Association annual dinner and dance at the Cole Harbour Fire Hall in October.

Assorted News for Retired Members

- Recently a young student, Andre Johnson, chose to do a school project on the first black firefighter in Halifax – the late Lieutenant William ‘Billy’ Carter. He searched the web page of the Regional Firefighters Interpretation Center (www.rfic.ca) and found Billy’s photo. He contacted Center president Ron Shano for further information.

Halifax Regional Firefighter Ed Parsons as well as Shano supplied information and photos to Andre and he submitted his project at the school. Recently Andre informed us that his project gained him an ‘A’.

- Also, we recently received a request from a Bridgewater couple who were viewing our web page. They had a photo of one’s great grandfather who they thought was a former member of the Halifax Fire Department in the early 1900’s.

After viewing the photo we determined from the uniform being worn by the gentleman that it was not a fire department uniform, but it looked like a former Halifax police uniform. We are presently working to contact someone with Halifax Regional Police who can verify this possibility and contact will be made with the couple with the information.

- We welcome department members to view our web page www.rfic.ca. It is full of photos and information pertaining to our association, fires, and history of our fire service. We also welcome any members who wish to become involved with our association to contact any executive listed on our web page.

Retired Section *Continued*

Web Site Assistance Needed

Retired Firefighters

We are looking for someone with some computer interest and who would work with us to put together a 'retired Fire Department' web site.

We have been shown a web site that is presently up and running for the 'Fuzz of Halifax County' – retired Police members who served in the area that now comprises Halifax Regional Municipality.

We could name our site "Smoke Eaters of Greater Halifax". It would be strictly for retired career members. The site would be secure and the only way to access it would be to be registered. NO ONE ELSE WOULD BE ABLE TO GAIN ACCESS.

Some of the items we are considering for the site:

- Names, addresses, phone numbers, e-mails addresses of all members, including civilian members.
- Names and information of all Line of Duty Deaths
- Names and dates of all deceased members
- Photos from retirement functions held in fire stations
- Upcoming events, such as retirements, parties, etc.

If you are interested in getting involved please contact one of the following: *(their contact information is on our web page)*

Mike Lawlor - Terry Raine - Paul MacKenzie - Wendell MacNeil

Thanks!

The following letter was received by Station 50 (Hammonds Plains) members regarding a structure fire on Rockcrest Dr. in March. See Pages 1 and 31

April 01, 2010

Dear Captain Fong and crew,

I finally got access to the internet today and I have been writing this email in my head since March 16th, the day our house caught fire. What words can I use to convey my gratitude? I am really not sure where to begin, so please bear with me.

For me it still seems like a bad dream. But the reality of it is that you and your team saved our family from certain disaster. Myself, my husband and my children would have experienced unimaginable grief from the loss of our beloved pet, Rudy, and our home. I cannot imagine how we would have coped.

We are a young and happy family and we truly cherish our life together and this life includes Rudy. My children have grown up with him. He is their friend and playmate, not to mention the joy he brings to the lives of the people he touches through his work as a St. John Ambulance Pet Therapy Dog. We are so proud of him.

You and your team responded quickly, with both courage and empathy. I had always thought that firefighters fought fires, but you do so much more. I do not want any of you to EVER underestimate the impact you have had on our lives. You and your team will forever hold a special place in our hearts and we will forever feel indebted to you.

When we do move back into our home, we hope that you and your team will join us in our home for a celebration with all those special people who have helped us through this very difficult time. It is the very least that we can do.

I have attached the pictures that I took on Monday when we visited with you all. Perhaps you could send me some of the pictures that you took. I would really appreciate it if you could share this email with the members of your team. I want you all to know how grateful we are.

I hope you ALL know how much you mean to us and I truly hope that this email comes close to expressing our gratitude.

I look forward to hearing from you.

Love,

Tanya Ellsworth and family

*Thanks!**Continued***From the South St. Fire****This letter was received by Chief Director Bill Mosher**

Jan. 12, 2009
Office of the Fire Marshal

Dear Bill,

I don't have many opportunities to see firefighters at work any more. I just have to deal with the after effects.

This morning, from my office window, I watched your firefighters attack a very dangerous situation with a major conflagration threatening at every moment. I watched as your firefighters efficiently, effectively and most importantly, safely, attacked, controlled and extinguished the fire.

The businesses and the citizens in this area owe the department a debt of gratitude.

Thanks Bill.

Robert Cormier
Director /Fire Marshal
Building, Fire & Technical Safety
Labour & Workforce Development

This e-mail was received by District 12 Councillor Dawn Sloane on Jan. 13, the day after the South St. fire, and forwarded to Headquarters.

Good morning!!

Our family would like to extend our appreciation to the men and women that bravely risked themselves for our well being. It shouldn't take a 911 before people realize and appreciate what our firefighters do on a daily bases!! THANKS GANG!!

The GODINS

Mayor Peter Kelly's reply to a resident who sent a card expressing thanks to the department for its efforts at South St. The card was forwarded to Chief Director Mosher and it is reproduced below.

Jan. 19, 2010-06-20

Dear Mr. Wood,

Thank you for your card of January 15, 2020 extending your thanks and appreciation for the firefighters who battled the South-End fire last week.

I appreciate you taking the time to bring your comments to my attention and have taken the liberty of forwarding a copy of your card to the Chief Director of Fire & Emergency Services for his perusal.

Respectfully, I remain
Peter Kelly
Mayor

Dear Mr. Peter Kelly:

I wanted to say a BIG thanks to the firemen who recently worked in extremely cold weather & extremely dangerous conditions in putting out the fire on South St.

These men risked their lives entering the building & climbing that ladder, and then at least one man used a chain saw to cut through the roof in extremely heavy smoke.

Please pass on this card from a Haligonian who is very proud of the fire people in this city.

Well done!!!

Barry Wood

**A NEWSLETTER
DEDICATED TO
MEMBERS OF HALIFAX
REGIONAL FIRE &
EMERGENCY**

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Hammonds Plains, NS

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We're on the Web!
www.halifax.ca/fire

REMEMBER this is
your Newsletter!
Articles, comments and
photographs are most
welcome!



**Halifax Regional
Fire & Emergency**



FIRE SHEIKHS – Capt. Cyril Fraser (right) and Charlie McGregor of the Toronto Fire Department dress up in some local garb for a night on the town. Both were among 13 Canadian firefighters sent to Dubai to help organize a Combat Challenge event in the Middle East. See Page 26 for the story.

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