

APPLIANCE ROOM

Local Authority, Airport and Industrial Fire & Rescue Services Fleet and Vehicle Manufacturer's News

FBS Vehicle Recorder Simon Rowley, 14 Meadow Close, Burley, Ringwood, Hampshire BH24 4EJ

Email fbsvehiclerecorder@gmail.com

The Emergency Services Show 2019

It wouldn't be untrue to say that the number of fire appliances displayed by manufacturers at the Emergency Services Show has been decreasing steadily over the past few years.

Unfortunately outside stand space at the NEC has diminished considerably and that, taken in conjunction with the tight economic conditions that all industries are facing, plus the fact that some of the major exhibitors have ceased trading during recent years, has meant there has been a considerable downturn in the number of outside stands.

It was good to see that the big names in firefighting vehicle chassis and coachbuilders were present in September with Angloco, Emergency One (UK) and Rosenbauer displaying their wares on Volvo, Scania and MAN chassis.

Without doubt, the most eye-catching fire appliance was Humberside FRS's 45m Aerial Ladder Platform that was wrapped with an eye-catching design as a special tribute to Remembrance. On a newly-launched Scania 'L' class chassis with low cab, the appliance is fitted with Bronto Skylift FL45XR booms and was on the Angloco stand. (See rear cover).

Two Volvo FL pump ladders for West Midlands FS were on display, one on the Angloco stand (for Binley, unregistered) and the other, (for Hay Mills, DX19 YNL), on the Volvo stand.

Angloco also showed a Scania P320 with new style cab for Lincolnshire FRS and a Hytrans Fire Systems Hydrosub 150 High Volume Pumping Unit (HVPU) coupled with a hose-layer and HRU 200 hose retrieval unit on a MAN TGS 26.420 6x4 chassis (WX69 ZRZ).

Emergency One (UK) displayed an Iveco EuroCargo 160 low-line chassis with a Magirus M32L-AS N.B. Turntable Ladder (TL) for Guernsey FRS. This appliance has a four-section ladder set with Magirus computer stabilization and patented single-extension system. It has a three-person RC300 rescue cage.

The company's 'flagship appliance', the E1 Scorpion demonstrator on a Volvo FE chassis (SJ69 CKD) (see FBS North West also), was again on show whilst inside, together with a display of Clan Lucas road rescue gear, was a Hereford and Worcester FRS Iveco Daily 70C-18D Light Pumping Appliance (SP69 WZH).

Rosenbauer showed one of their Volvo FL Advanced Technology (AT) pumps for Staffordshire FRS. Most of the eleven ordered of these appliances are now on the run.

BMW were again keen to show the advantages of their ultra-low-emission i3 of which of 50 have been in use in London for more than three years. A fire and rescue example was on display with a variety of BMW cars and motor-cycles that are used by the emergency services.

Thanks to the kind generosity of the show's organisers, the National Emergency Services Museum (NESM) had a large stand showing a variety of vehicles and equipment covering the three main services.

Two historic fire appliances were on display, one from the UK and the other from America.

An iconic Dennis F8 (PBP 137) that was new to the West Sussex Fire Brigade in 1953, served its entire career at Bognor Regis. It has been in preservation since 1971 and for more than 35 years with Pete Baldwin, a former retained firefighter at the now closed Bosham fire station.

An American LaFrance pumper from the Oradell Fire Department (FD) in New Jersey has been in the museum's collection for many years.



Emergency One (UK) showed their E1 Scorpion demonstrator on a Volvo FE chassis



Hereford and Worcester FRS's Iveco Daily / Emergency One (UK) Light Pumping Appliance



Rosenbauer Volvo FL AT for Staffordshire FRS



BMW ultra-low-emission i3 in fire and rescue livery



Angloco bodied Volvo FL for West Midlands FS on Volvo's stand.
All photographs by Simon Rowley except where shown



The West Sussex Fire Brigade Dennis F8 on the NESM stand



One of the thirty-three Scania P320 / Angloco bodied Pumps for Lincolnshire FRS. Photo: Dave Boulter



The NESM's American LaFrance from the Oradell FD



Angloco's demonstrator Hytrans HVPU on a MAN chassis. Photo: Dave Boulter



Guernsey FRS's Iveco EuroCargo / Magirus M32L-AS TL on the Emergency One (UK) stand

Appliance Room FBS, The East of England

Cambridgeshire FRS The reallocations of pumping appliances is as follows: SF68 MGJ (ex-March) to Sutton, KX59 JHL (ex-Sutton) to March as second-away, F68 MGO (ex-St Neots) to Kimbolton, KX60 AYN (ex-Kimbolton) to Gamlingay, KX13 EZG (ex-Gamlingay) to St Neots, SJ68 RVP (ex-Ely) to St Ives, KX13 EZM (ex-St Ives) to Ely as second-away.

Essex FRS Mercedes-Benz Sprinters 6x6s - GX19 AYF has been allocated to Stansted and is currently undergoing crew training. Three further examples will go to Billericay, Manningtree and South Woodham Ferrers.

Norfolk FRS Three of a total of five Toyota Truckman L4Vs have recently been delivered and are currently being fitted with light bars and other warning LEDs. Further examples are expected. AU19 BYR is to become L4V Sandringham. AU19 BZD and AU19 BYP still have their allocations to be confirmed.

Suffolk FRS Three new 2019 Volvo FL-290 / Emergency One (UK) bodied Rescue Water Ladders (RWL) have entered the fleet as follows: AX19 GEU as RWL Framlingham, AX19 FZU as RWL Holbrook and AX19 GAA as RWL Long Melford.

Footnote During the coming weeks, it is intended to get a full appraisal of new appliances recently supplied or ordered by all the UK fire and rescue services so that a comprehensive report can be included in the next issue of Fire Cover.

At the same time a determined effort will be made to produce as many up-to-date fleet lists as possible and FBS members are encouraged to help with supplying information of appliances in their own locality.

FIRE SCALE

Modelling Correspondent Ralph Horton, 21 Hollybank Grove, Hayley Green, Halesowen, West Midlands B63 1BT

Email fbsfirescale@gmail.com

All photographs by Ralph Horton unless stated

In the last Fire Scale I said that release of new fire engine models had slowed of late. Well releases have picked up since, as the following photographs show. I must be careful what I write!

The French part-work by Hachette does appear to be terminating at No 140. The last ten releases are:

130 Berliet VDA 18 / Guinard Pumper, 'Bourg-en-Bresse' (See photo)

131 Berliet GAK 20H-2 / Camiva Pumper Tanker, 'Strasbourg'

132 MAN TGL 8.220 / Gimaex Road Emergency Vehicle, 'Tarn' (See photo)

133 Renault VI G 270 Magirus Road Emergency Pumper Tanker, 'Meurthe et Moselle'

134 Renault Midlum / Gimaex Medium Rural Tanker

135 Mercedes Benz Unimog U 5023 Light Forest Tanker, 'Gironde'

136 Renault VI 95.130, 4x4 / Camiva Off-Road Light Forest Tanker, 'Gardier'

137 Berliet GLB 19, 4X4, Double Cab, Heavy Duty Forest Truck, 'Morbihan'

138 Mercedes Benz Atego / Rosenbauer / Metz Articulated Turntable Ladder, 'Haute-Garonne'

139 GMC Heavy Forest Tanker Truck, 'Grand-Quevilly'

140 Renault VI 110.170 / Sairep Heavy Forest Tanker Truck

Plastic kit builders will no doubt be pleased with the future release of Trumpeter's, 1:35 scale, No 01067, M1142 HEMTT Tactical Fire Fighting Truck (TFFT). I must try and finish that Airfix Ferguson tractor!

Fire Replicas are to release two interesting items before the end of the year.

The first is a 1/50 scale model of Fire Department of New York's Freightliner M2, with Ferrara bodywork, 'Marine Incident Response Team', which is hand-crafted using over 965 intricately detailed parts, production being limited to only 250 units.

The second item is Chicago Fire Department's 1954 FWD Tractor Drawn Aerial Ladder, also in 1/50th scale. Only 50 pieces each of Hook & Ladder Companies 8, 19, 26, 33, 41 and 53 will be produced. (See also "Yesterdays" for image of actual vehicle).

Fire Replicas have also started a range of Police Department of New York models, the newest release being a superb 1/50th scale E-One Cyclone II Walk-In Rescue, which is hand-crafted using over 500 intricately detailed parts.

Again the time is getting close for the Nuremburg Toy Fair which is to be held from 29th January until 2nd February 2020. Next year is also Interschutz in Hannover, so as in the past we may see some new fire models directed at this show.

Speculating I think an 8 X 8 Rosenbauer Panther ARFF (possibly by Siku) may be a contender as is a model of Rosenbauer's Hybrid Fire Engine. Re-liveried models previously available are also contenders, like Siku's MAN Turntable Ladder, released in 2018, in an actual livery (possibly Hannover). Time will tell.

It is now time to sign off with compliments of the season and wishing you all a happy, healthy, peaceful and 'settled' 2020 from Sue and myself, and as always 'until next time, good collecting'.



From the French part-work by Hachette, No 132, 1/43rd scale, MAN TGL 8.220 / Gimaex Road Emergency Vehicle, 'Tarn'



Scale Masters (The Netherlands), 1/43rd scale, 1996 DAF FFV 75.270 Pump, in the yellow, with red stripe, of 'Vliegbasis Leeuwarden', the military airbase used by the Royal Netherlands Air Force, north west of the capital of Friesland, Leeuwarden



Alerte (France), 1/43rd scale, No 0079, MAN TGM 15.290 / Gallin Tunnel Fire Tender (FPTGP), 'Haute Savoie', with a limited production of 300 pieces. This is a new vehicle for the Mont Blanc trans-alpine road tunnels in the Haute Savoie area of France



The very nice, No 130, 1/43rd scale, Berliet VDA 18 / Guinard Pumper, 'Bourg-en-Bresse' from the French part-work by Hachette



Eligor (France), 1/43rd scale, No 116285, Scania CP31 P320 / Heinis High Volume Pump Rescue (FPTSR), 'Sapeurs Pompiers Moselle'



Scale Masters, 1/43rd scale, 1999 DAF FFV 75.300 Pump, 'Brandweer Voorthuizen'



Eligor (France), 1/43rd scale, No 116286, Renault D15 / Gimaex Road Emergency Vehicle (VSR), 'Sapeurs Pompiers d'Indre et Loire', also shown is the rear detail including removable signs trolley, elevating direction lights and matrix sign at the top of the rear bodywork displaying the word 'ACCIDENT'. Note the increasing use of battenburg livery in France



Trumpeter kit, No 01067, 1/35th scale, M1142 HEMTT Tactical Fire Fighting Truck. Photo: courtesy Trumpeter



1/43rd scale Rosenbauer Panther, 6 X 6, ARFF in the livery 'Shannon Airport FRS', made by Wiking.



Fire Replicas superb, 1/50th scale, 11.25 inch long, Chicago Fire Department 1982 Seagrave / Pierce, 85 foot 'Snorkel 1'. Consisting of over 700 intricately detailed parts, only 250 were made before being sold out. Also shown, in a photograph supplied by Fire Replicas, is the actual vehicle

YESTERDAYS

Station History, Fleet History and Preserved Vehicles

FBS Heritage Officer Clive Shearman, 18 Dugard Way, Droitwich Spa WR9 8UX

Email fbsyesterday@gmail.com

STATION HISTORY

Thanks to Steve Redick for providing me with information on this restoration. With their high ceilings to house fire trucks and poles and solid concrete and brick construction, firehouses now inspire architects to design homes and hotels out of the vacant buildings and that is what has happened to the former Detroit Fire Department Headquarters located on the northeast corner of Washington Boulevard and 250 West Larned Street. Built in 1929 and designed by Hans Gehrke (who also created the architectural plans for several fire stations in Detroit during the booming 1920s and 1930s), the five-storey facility served as the administrative headquarters of the Detroit Fire Department until 2013.

The existing decorative terra cotta facades sporting busts of firefighters, gryphons at a fire hydrant, and winged serpent-tailed figures flanking a shield proclaiming 'DFD', have been lovingly restored, repaired and cleaned. Now named the 'The Foundation Hotel' the roughly 62,000 square-foot footprint provides one hundred guest rooms. The original fire-engine red doors were restored and provide a stunning external feature but for me the finest feature is what is found behind the doors. The building's origins are used to great advantage in the former fire engine hall where once specialist appliances turned out, now diners enjoy haute-cuisine in a one hundred and fifty seat restaurant and bar situated looking onto the busy boulevards. Simply stunning.



The restaurant bar and the exterior view of the stunning Foundation Hotel, Detroit

According to press reports (18 July 2019), 'The Belle House' restaurant in Bridge Street, Pershore, Worcestershire, which has been serving high quality cuisine to the locals for the past fifteen years, is to close. The owners have announced that they will not be renewing their lease which has recently expired. The building is the former fire station, which closed in 1966, when it moved to Defford Road.



*Belle House, Bridge Street, Worcestershire (seen in 2017).
Photo: C S Shearman*

Following publication of my image of the former fire station in Bromsgrove (FC 224) I have discovered that a unique piece of Worcestershire history will be documented and catalogued for posterity. Local historians of the Bromsgrove Society alerted Bromsgrove District Council's planning officers to the existence of a former Civil Defence Centre, housed under the county buildings complex, which was responsible for communications and alerts during the Cold War period. In a recent planning meeting (May 2019) approval was given for the demolition of the old library, fire station and county buildings on the corner of Windsor Street and Stratford Road, to allow for the construction of sixty-seven apartments for people in need of care.



Staffordshire Fire Brigade operated these two Bedford TKEL PWRs from the former Brownhills station, which was then situated in the Council Buildings in Chester Road North. The station became part of West Midlands Fire Service in 1974. Photo: Ian Avery

The Mainstee fire station in Michigan, United States has been awarded the title of 'Oldest Continuously Manned Operating Fire Station' by Guinness World Records and just in time for its 130th anniversary. This is the first time Guinness has ever given out this award, and the designation required more than two years of documentation gathering. The station had to prove it had been staffed twenty-four hours a day, seven days a week, and three hundred and sixty-five days a year as a fully manned, paid professional fire department since it opened its doors in 1889.



Mainstee postcard

In "Yesterdays" FC204 I featured an image of the former fire station in Barnwood Road, Gloucester, which has now been demolished. The station was one of two serving the City of Gloucester Fire Brigade and recently, when my daughter went shopping in the docks area of the city, I asked her to take some photographs of the other station. Bearland station, standing on the junction with Barbican Road was the main station and had served the city since 1913 and, like Barnwood, closed in 1956 when the Eastern Avenue station opened. It was home to a pump and pump escape firstly on Belsize then Dennis chassis and, from 1938, a Leyland Metz TL (BFH 972) was squeezed into its cramped quarters.



Gloucester, Bearland fire station in 2019 and now home to a public relations company. Photo: Katrina Shearman



Former Hereford & Worcester Dennis Sabre, X784 CUY, now with Karanac, Croatia. Photo: Jonathan Scully Collection

Karanac, Croatia is the proud recipient of a former Hereford & Worcester Dennis Sabre, X784 CUY, which formerly served at Redditch and was delivered this year by Hereford & Worcester firefighter Jon Scully who has kindly given me access to his collection of images from his three excursions to Croatia, which has provided much needed modern fire technology to this area of former Yugoslavia still recovering from the effects of the Civil War nearly two decades ago. X784 CUY is one of six delivered on this trip, but is one of ten Sabres kindly released and donated by the brigade following the recent purchase of ten Scania Rural Pump Water Ladders.

FLEET HISTORY

Austin Aero Works, Longbridge, Birmingham

The Austin Longbridge site, which had opened in 1905, like most large manufacturing complexes at the commencement of hostilities, threw its vast industrial capacity behind the production of munitions and equipment for the armed forces, while its nearby Austin Aero Ltd, East Works at Cofton Hackett produced aircraft. Between 1914 and 1918, over eight million shells were produced along with over six hundred guns, two thousand aeroplanes, thousands of aero engines and trucks.

During the Second World War the Cofton Hackett site produced three thousand iconic Hawker Hurricane fighters and the massive Short Stirling bomber.

The building became known as the 'Flight Shed' and was situated in Cofton Lane and it was where the airframes received their final quality check and wings were fitted. Having such a concentration of wartime production meant this part of Birmingham was a prime target for enemy bombers. The huge site has been protected by a variety of interesting appliances but one for me is of particular interest and that is the Dennis that was delivered by Messrs Merryweather and Sons of Greenwich shortly before World War Two. A number of these Crash Tenders (CrTs) were delivered to various parts of the Empire all based around the same design and specification. Centred around the 'Warspite' pump, which delivered 120gpm, it was primarily supplied externally with water from the site's hydrant system. Above the pump was a Merryweather 'Xaust-Suds' foam generator, which used water from the appliance's internal 200 gallon tank, mixed with foam solution and delivered by a branch seen stowed on the rear of the appliance. The four 60 lb steel cylinders seen on the side are Merryweather's 'Karbono' CO2 system, which once interconnected to the rubber 180 foot hose mounted on the top of the CrT delivered a formidable 4,000 cubic feet of gas to the scene of any incident. The small scaling ladder and hand-held cylinders made this a very potent piece of kit for the time.



Dennis Merryweather Crash Tender delivered in October 1938. Photo: C S Shearman collection

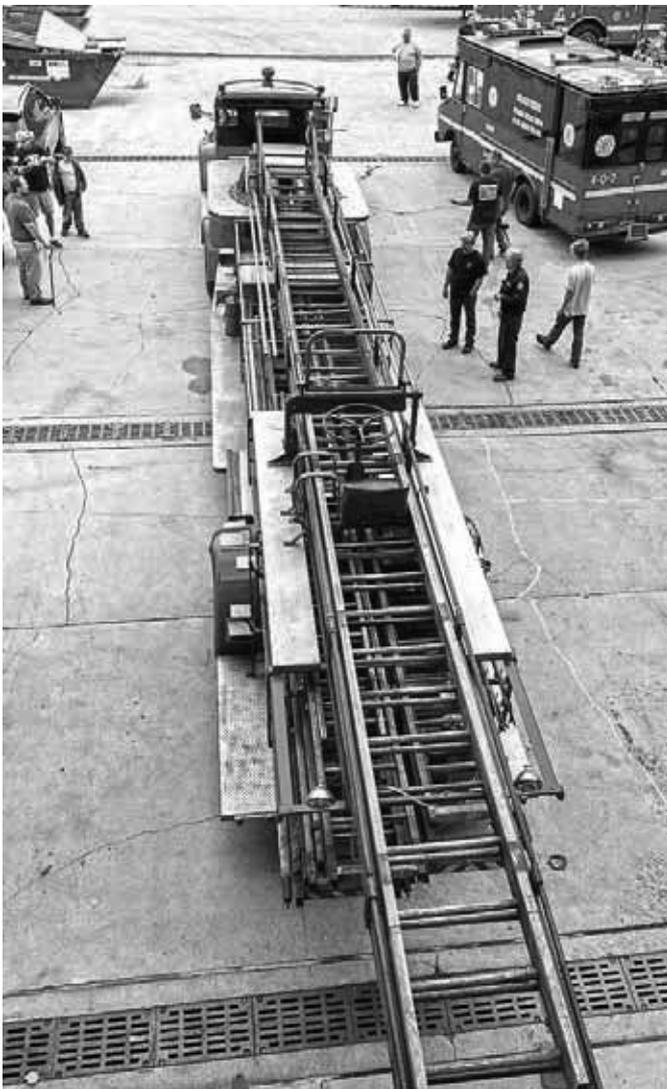
PRESERVED VEHICLES

These images were sent to me by Ray Banyard which show a Dennis RS130 (Chassis No. 1125) awaiting its ship at Goole Docks, Hull in 1981 for transport to Aden in Yemen. It had been ordered from Dennis Brothers by the Ministry of the Interior to serve in the Police Fire Brigade in the capital, Aden.



Dennis RS130 for the Aden Police Fire Brigade. Photo: Ray Banyard Collection

Following on from “Yesterdays” FC 221 where I featured a GMC Snorkel, which had been restored and brought back into the preservation scene in Chicago, fire buff Steve Redick sent me some images of a Tractor-Drawn Aerial that turned up at the 2019 Chicago Muster Day following a forty-year restoration journey.



*FWD Tractor-drawn aerial at the Chicago Muster Day 2019.
Photo: Steve Redick*

The Chicago Fire Department operated Tractor-Drawn Aerials (TDAs) on many types of chassis and during the years following the war many of the older pre-war ladder rigs and tractors were needing replacement and the CFD placed orders for a total of twenty-five of these rigs in 1949, 1954, and 1956. The tractors chosen to pull these ladders were on an

FWD (Four Wheel Drive) Auto Company chassis and were powered by Waukesha model 145 GKB 240-hp gas engines. These 85-foot wooden two-section ladders also carried a full complement of ground ladders. The main section of the ladder was spring-raised. The fly section was extended by a hand crank and roller system. The turntable was also rotated by hand cranks. By the late 1960s Chicago was moving toward rear-mount steel aerials.

One by one the retired FWD units found their way to the “boneyard” at the Chicago Fire Department shops at 3100 W. 31st Street. Many were used as donor appliances for newer models, but many would enter the sealed bid process which saw them leaving the department and that is how our FWD entered the preservation scene via ‘divine intervention’.

This happened in 1977 when a young Roman Catholic priest, Father Tom Franzman, learned that five of the long-retired FWD TDA rigs would be sold. Tom submitted a sealed bid of \$75.00 and that awarded him Truck 8’s tractor and Truck 53’s trailer and that commenced a forty-year restoration project which culminated in Tom arriving at the 2019 Chicago Fire Academy annual muster day. The restoration is not complete and is ongoing.



Austin K2 ATV, GLR 607. Photo: Frank Freestone collection



Sigmund Trailer pump. Photo: Frank Freestone collection

Another appliance, which I suspect will be restored and on the rally scene, is this Austin K2 ATV, GLR 607, which was photographed and sent to me by former Hertfordshire Sub Officer Frank Freestone who caught it on camera at a recent (26 April 2019) Cambridgeshire auction where it sold for £500. Also going under the hammer was a Sigmund trailer pump at £300. The ATV had been dry-stored for twenty years and was provided with a folder detailing its history and provenance.



Leyland LTB1, HY 1801. Photo: Bob Smith Collection

Leyland LTB1, HY 1801, formerly owned by David Berry of Cinderford who sadly recently passed away, has gone to new owners. The fire engine, which served from 1931 with the Bristol Police Fire Brigade all its career, had been in preservation since it was sold out of service. It was sold by Philip Serrell auction house in Barnards Green Road, Malvern but Bob Smith caught up with it at Cinderford Football ground where it was available for viewing. The engine attracted a lot of interest and sold eventually for £26,000.



MUSEUM WATCH

The Museum of RAF Firefighting

The Society visited The Museum of RAF Firefighting on the 5th October 2019.

This was possibly the final visit The Society will make to this museum as it is due to be evicted from its current premises in mid-December 2019, and as, at the moment, it has not secured a new location, its future looks uncertain.

The Society is non-political. However, the Executive Supervisory Board will make appropriate representation regarding preservation of our fire heritage.

In support of The Museum of RAF Firefighting the following letter has been sent to North Lincolnshire Council, the owners of the site and buildings where the museum is currently housed.

The outcome will be reported in 'Museum Watch'.

Following is the letter sent to Rob Waltham at North Lincolnshire Council.

North Lincolnshire Council

For the attention of Rob Waltham

Dear Rob

Museum of RAF Firefighting – Scunthorpe

I am writing on behalf of The Fire Brigade Society, the UK's premier organisation for persons interested in all facets of the fire, and other blue light services worldwide. We have members in all parts of the UK, Europe, the USA, Canada, Australia, and New Zealand.

Although several of our members have visited the museum previously on an individual basis, the Society had its first official visit there earlier this month. The reaction of the forty or so members who attended, including one from Belgium, and one from Australia, was unanimously both amazed at the extent and quality of the collection, and incredulous that there was any possibility of it being broken up.

It is no exaggeration to say that the collection is a valuable, and irreplaceable asset, of National, if not International significance; a fitting tribute to the many people who have worked, and sometimes paid the ultimate price, in the service and defence of the realm. The current premises are almost ideal, for such large machines, with plenty of room to restore and display them effectively, with lots of potential for additions to the collection and development of the site in the future.

The Society, and its members individually, visit many Fire & Rescue related museums both in the UK, and throughout the world, and there are very few that are up to this standard. There are even many well-funded, state sponsored, museums that compare poorly to the Museum of RAF Firefighting. This is especially remarkable considering that it run, maintained, and staffed entirely by volunteers, some of whom have a very long-standing involvement with the project.

We realise in these days of financial stringency, and fiscal pressures on local government, that difficult decisions sometimes have to be made. We would however, urge the council to look again at this decision, perhaps with a new light on the world class asset that you have, and its potential to bring visitors to your area and also provide an invaluable educational resource.

If it is impossible for the Museum to stay in its present premises, then your assistance with providing alternative suitable accommodation would be an invaluable service to the nation. The long term aim of the museum management is, of course, to make the project self-financing, but that will be impossible if the collection has to be dispersed, or worse still sold on to individual collectors or vehicle breakers.

In conclusion, we would once again ask you to reconsider your decision, and enable the museum to fulfil its potential as a magnet for national and international visitors to Lincolnshire.

Yours Sincerely,

John Hall QFSM, MIRM, FIFireE.

President, The Fire Brigade Society.

TOWIE

As a new series of this television programme is being prepared, members might like to know that there are articles on the fire service history in Essex on Essex County FRS's website (<https://www.essex-fire.gov.uk>). When on the website, click on 'Menu', then 'Fire Museum', then 'Museum Articles' and finally on 'Support Documents'. Most of the articles have been written by Society members, and the list is regularly added to.



Two of the preserved vehicles at the Museum of RAF Firefighting. Left to right Thorneycroft Nubian Mark 9 Crash Rescue Tender (CRT) and a Fordson War Office Tender (WOT). Photo: Ralph Horton