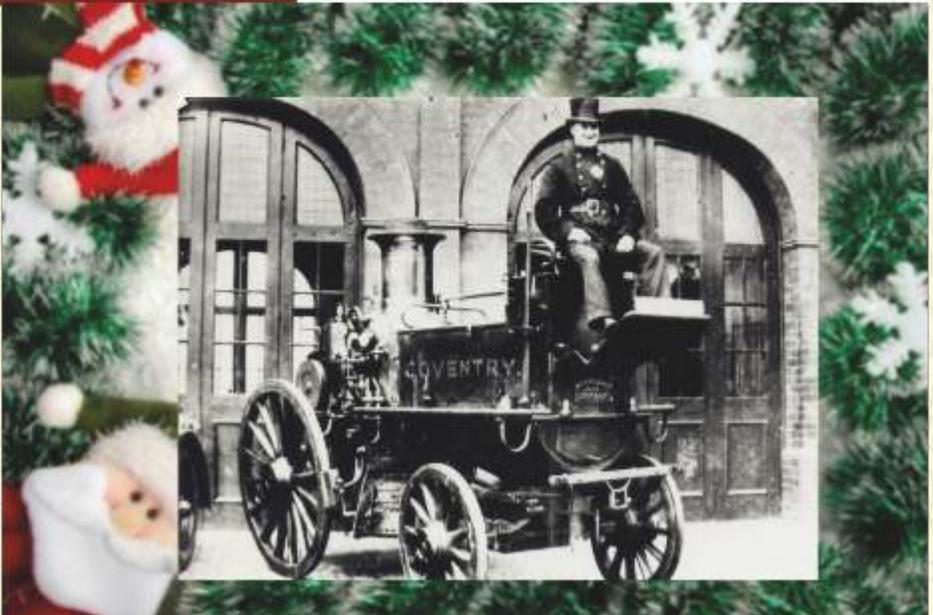


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**WISHING EVERYONE  
A VERY MERRY  
CHRISTMAS  
AND A PROSPEROUS NEW YEAR.**

# **FIRE HERITAGE NETWORK U.K.**

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**The views expressed in this magazine are not necessarily those of the committee of the Fire Heritage Network U.K.**

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## **FROM THE SPARE BEDROOM.**

**Christmas is nearly upon us, as if you needed reminding. All that work to be done, presents to be bought, food to be hunter gathered from Morrison's, then cooked, family to keep happy and sober. Why not do the same as me, buy some glue, stick it to the sofa and let the world revolve around you? I have the grandkids sorted I got them a battery each with a label stating, "Toy not included". The truth is we are going away to a Hotel for the festive season and someone else can do the work.**

**It is a couple of months now since our AGM at Merseyside and I would like to thank our hosts Simon Ryan and Danny Murphy, not forgetting the other people involved at the museum and at the fire stations we visited. I know from experience that these events do not just happen on their own. The speakers at the event were excellent and very informative. Phil Gregson was so laid back but obviously so skilled and dedicated to his work as a Wheelwright. Stephen Heaver spoke about the collection at the "Fire Museum of Maryland USA". Whilst Our Own, our Very Own Bob Bonner gave us a musical interlude telling the story of ten years of the FHNUK, lighthearted and entertaining. We took in a visit to Merseyside Fire Museum on Sunday morning, which again is a credit to Danny and the team. Next we took to the water with a cruise on the ferry Royal Iris.**

**Photographs of the event appear across the centre spread. I did think of placing the pictures here on page three but it could have meant naked pictures of Bob Wright and I know of no man or woman with the stomach for that sort of thing.**

**Please continue to send your articles and pictures to my e-mail in box. The content is only as good as the information sent in**

Phil Consadine

December 2014.



## **Street Heritage.**

### **Well Almost.**

**The box which is pictured below is located just off the street in, Saint Mary's Guildhall, Bayley Lane, in Coventry. This Guildhall is one of the oldest in the country having seen two Parliaments in it's lifetime. Mary, Queen of Scots was imprisoned here before her execution at Fotheringhay and one of the oldest surviving tapestries hangs on the wall. The tapestry depicts, religious figures, Richard III and Edward II the tapestry was made to hang in this place.**

**The Guildhall was used to celebrate the opening of Coventry Central Fire Station in 1902 and a large civic dinner was held. After the dinner a commemorative cigar box was presented to Alderman Drinkwater, who was Chairman of the Waterworks and Fire Brigade Committee. An appropriate name for the Waterworks Chairman. Alderman Drinkwater was a well respected member of local society and a watchmaker by trade. He had a shopping arcade named in his honour, unfortunately this was destroyed in the Coventry Blitz. Drinkwater was also a great benefactor to the city and local charities, being on the board of Guardians he chose to help many local people who found themselves in poverty.**

**The cigar box can be found in the Crypt of the Guildhall which was used as a jail and is now a cafe. The panels on the front are in enamel with the the left hand one showing the entrance to Saint Mary's Guildhall, it still appears in this form today. The one on the right shows the fire station, which at that time consisted of three bays housing two steamers and a horse drawn ladder cart. The centre panel depicts the civic mace and sword.**

**If in Coventry make the effort to visit this building where you can also find a commemorative plaque to the men of the fire service, who lost their lives in the 1940 Blitz.**

**The cigar box shown top and bottom of the page. Embossed around the lid it states, "Presented to Alderman Drinkwater 1902".**



**The Civic Dinner.**

**Alderman Drinkwater at the head of the table seated next to the Mayor of Coventry.**



**Left. A. H. Drinkwater. J. P.**



For the last few years at the Network's Annual General Meetings, I have mentioned the ongoing restoration of our 1969 Dennis 'D' Series Mk1 Scoosher. By way of explanation and through the columns of Phil's newsletter, I have taken this opportunity to explain how this unique appliance came to fruition

In the middle of the 1960's a huge new shopping and residential complex was planned for the Anderson area of Glasgow. Within the *Anderson Complex* there were to be three podium decks each with a vehicle weight limit of 7.5 tons which ruled out the use of conventional heavy fire appliances on the internal roadways. A new lightweight appliance was then designed and given the name Scoosher. The word *Scoosher* is Glasgow slang for a water pistol and to scoosh is to deliver a quick squirt! What better name to give an appliance specifically designed to operate within the city of Glasgow.

The Mark 1 Scoosher was built on a Dennis 'D' Series chassis and powered by a 4.2 litre Jaguar petrol engine coupled to a Dennis UH type 6 speed gearbox with power take offs driving a Dennis No3 900GMP fire pump and a hydraulic pump that powered the the booms. A two hundred gallon fibreglass water tank was fitted and a hosereel was mounted above the pump at the rear of the appliance.

Another unique feature of this appliance was the fitting of two hydraulically powered booms with a remotely controlled monitor on the top allowing the operator to have full control of the branch and have the capacity to push the monitor through a window by using the metal spike fitted next to the branch to break the glass. On top of the booms a 13.5 Lacon ladder was fitted. To keep the weight to a minimum, the bodywork and lockers were made entirely of fibreglass and the bulkheads made of aluminium.

*J.C. Bennet Glasgow*



Three Mark 1 appliances were manufactured, followed by five Rolls Royce (B81) powered Mark 2 Scooshers on Dennis F46A chassis and finally six Mark 2A models were built on Dodge K850 chassis. The Mark 1 and 2 appliances were built by the Glasgow Coachbuilding firm of J.C. Bennett and the Mark 2A's by Carmichael & Sons of Worcester.

We believe our vehicle, SGE 702G is the only Mk1 appliance to have survived and is one of only a very few Glasgow Fire Service appliances in preservation. The appliance originally served at the West Marine Fire Station and later at Anderson Fire Station within the Anderson Complex.

Left. A Scoosher at a Warehouse fire.



Below. In the Scrapyard.



SGE 702G was found in 1996 in a Lanarkshire scrapyard in extremely poor condition and brought back to Glasgow for extensive refurbishment. After many years in a storage facility, we had the appliance transported to our base within the Glasgow Vintage Vehicle Trust's facility at Bridgeton, Glasgow. I'm pleased to report work is now well underway restoring this iconic piece of Glasgow Fire Service history. The 4.2 litre Jaguar petrol engine has been removed and replaced by a Cummins diesel engine and gearbox (sourced from a fire damaged bus from which we have also salvaged many other useful parts).

New front springs have been fitted and the back ones refurbished. All the fibreglass lockers have been stripped, repaired and repainted in readiness for locating in their original positions.



*Under Tow.  
On it's way to a new home.*



*Before and After treatment*



*Shortly after arrival at  
Bridgeton.*



Reunited with an old  
friend.

This particular Scoosher has a special affinity with three members of our group – I used to drive it when on detached duty to the West Marine or later Anderson fire stations, George Wylie used to service and repair the vehicle in his capacity as a Fire Service mechanic and David Russell attended his last fire on it! Now 40 years later were all back together preserving this iconic and groundbreaking fire appliance.

••Further updates will be forthcoming.

*Bob Wright*



*The latest photograph of our ongoing project.*



A. G. I.  
LIVERPOOL  
OCTOBER



M.  
00L  
2014.



**PHOTOGRAPHS BY  
BOB BONNER AND  
PHIL CONSADINE.**



In Response to the “In Situ”, article written by Nigel Crompton of the Fire Brigade Society. Phil Morris replies.

**With reference to the in situ article, the Fire Mark Circle do retain a register of such marks. I have been the keeper of this for the last 25 years. I still record sightings that are reported to me and at present have a total of 1862. We did start of with a photographic register in the days of slides but this became unmanageable and it was discontinued. The FMC committee decided at the outset that the register would not be made available to the membership. It was felt that if it was on general release all the rare marks would disappear from properties very quickly. Only myself and the person sending me the details of an in situ mark know of its location.**

**The Hand in Hand mark 80585 shown is a well known fake with several hundred all over the country.**

**I also hold a register of marks in museums totalling 3247. This is generally available and has been passed to Fire Heritage Network members in the past.**

**Phil Morris.**

**Fire Mark Circle.**



## Brian Watling

1939 - 2014.

**Pictured below in the Norwich Union Insurance uniform is the late Brian Watling, who died just before his 75<sup>th</sup> birthday, in October.**

**He was not a member of the Network but he was a well respected member of the City of Coventry fire brigade. I got to know Brian when he ran a bar at Binley fire station in the city, this was at a time when bars were allowed on stations and a thriving social scene was part of brigade life. Brian was one of those people who was liked by all and a bad word was never heard about him.**



**He followed that well worn path from the Royal Navy into the Fire Service and he served both with effort and credit.**

**I write this to show and prove the fellowship of the service, as I have attended a few funerals this must have been one of the best attended that I have seen. I was at the Crematorium in good time but still found it difficult to find a parking space. There was an in service appliance parked at the chapel entrance along with a guard of honour made up of serving firefighters and the British**

**Legion. The chapel was overflowing with many unable to get inside. The eulogies paid great tribute to Brian's life and were well deserved. A fitting send off for a thoroughly nice man by people who do a trying job in often trying circumstances.**



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Celebrating The Society's 50th Anniversary in 2013



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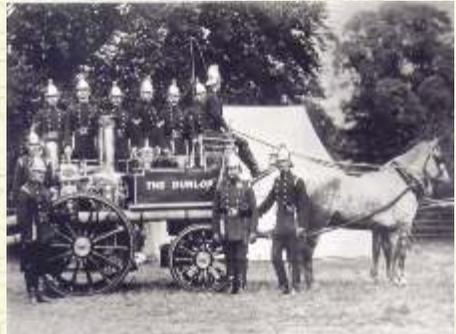
**To celebrate the Society's 50<sup>th</sup> Anniversary in 2013**

This is a joint publication, facilitated by the Fire Heritage Network UK, whilst funding to cover publishing has come from the Fire Brigade Society using original material held by the Firefighters Memorial Trust. Publication was achieved by a project team consisting of Micheal Kernan, Robert Bonner and Nigel Crompton. This team was chaired by Ralph Horton as the Editorial Team Chairman.

All of the pictures are taken from original Merryweather factory material, most of which has reproduced excellently. The story covers the people, the products and the history from the beginning to almost the present day. You will find something for all tastes, Steam Appliances, Motorised fire engines and fire fighting equipment.

Priced at £11.00 this book can be considered as great value, printed on glossy paper it consists of over 130 pages in A4 format. Published in 2013, if you missed out on a copy it is obtainable via the Fire Brigade Society.

[www.thefirebrigadesociety.co.uk](http://www.thefirebrigadesociety.co.uk)



This picture does not appear in the book.  
Phil Consadine

## FROM AROUND THE WORLD

Bob Bonner received The e-mail below from a Museum in Krakow, Poland.

.....It was too late for publication in the last magazine and it has been reproduced as received. Check out the web site and if you would like to make contact with Mr. Przemysław Pryk, please do so. It could be the start of a great friendship and some Continental Networking.

**WE WOULD LIKE TO ESTABLISH COOPERATION BETWEEN OUR COLLECTING. RESCUE MUSEUM, THE ONLY ONE IN POLAND, COLLECTS ARTIFACTS RELATED TO THE VARIOUS FIELDS OF MEDICAL RESCUE, AIR, MOUNTAIN, SEA, ROAD AND, BROADLY UNDERSTOOD EMERGENCIES, THE FIRE SERVICE AND POLICE HISTORY. IT IS RUN BY THE VOLUNTARY FIRE BRIGADE "RESCUE MUSEUM" IN CRACOW, AND OPERATE ON THE BASIS AGREED WITH THE MINISTER OF CULTURE AND NATIONAL HERITAGE. SO FAR MANAGED TO GET TO THE MUSEUM MORE THAN 30 EMERGENCY VEHICLES, INCLUDING AMBULANCES, MILITARY AMBULANCES, FIRE TRUCKS, POLICE CARS POLICE / MO, FUSELAGE OF THE HELICOPTER RESCUE "FALCON" AS WELL AS EQUIPMENT, UNIFORMS, OLD MAPS, DOCUMENTS AND MODELS – VEHICLES, VESSELS AIR-ETC. MUSEUM WAS SURROUNDED BY THE HONORARY PATRONAGE OF THE MINISTER OF HEALTH, MINISTER OF INTERIOR AND ADMINISTRATION, COMMANDANT OF THE STATE FIRE SERVICE OF THE CITY OF KRAKOW, AND THE COMMANDER OF THE PROVINCIAL POLICE IN KRAKOW.**

**WE CAN MUTUALLY PROMOTE OUR MUSEUMS AND EXCHANGE EXHIBITS. CURRENTLY WE ARE LOOKING AROUND THE WORLD OF UNIFORMS, HELMETS FOR FIREFIGHTERS, RESCUE EQUIPMENT, ALB SHOW HOW OVER THE YEARS CHANGED TO SALVAGE NOT ONLY IN POLAND BUT THROUGHOUT THE WORLD.**

**PLEASE CONTACT WITH FIREMAN GREETING PRZEMYSŁAW PRYK DIRECTOR MUSEUM RESCUE KRAKOW**

**WE INVITE YOU TO VISIT OUR WEBSITE: [WWW.MUZEUMRATOWNICTWA.PL](http://WWW.MUZEUMRATOWNICTWA.PL)**

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**POLAND.**

## German Portable Pump.

I have a friend who lives in the village of Idstein-Worsdorf north of Frankfurt and he operates a garage restoring classic British cars. The local Volunteer fire brigade acquired the pump pictured below, it has either a seized engine or pump, so they asked my friend Harald if he could repair it for them.



Made in the former East Germany in 1941 by DKW. Auto Union.



Note the Jaguar E type and Triumph TR, in the background.



# **Fire boats**

## **Pictured in Livorno**

### **Italy**

**Pictures by Bob Wright.**







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