

GARFORD MOTOR ENGINE (COLLECTOR) - 5 MEN

From 1932 Programme

CONDITIONS: Five men to be seated upon the appliance. One man with the driver, one man on off side, two men on near side. Two (2) lengths of hose, each 100ft., connected together, one length having branch attached ready for running out, will be flaked on a tray in the hose box. Two (2) 100ft. lengths of hose coiled from end to end and properly secured through the centre by ordinary straps with roller buckles, will also be placed in the hose box. One standpipe will be in position on each running board on the near and off side and the branches for the second line of hose will be situated at the platform at the rear of the hose box with the fastenings released. A 2-into-1 collector, with non-return valves, will be attached at the suction inlet on the off side and to which the two lines of hose from the hydrant are to be connected. The hose may be taken out of hose box on either near or off side, or both sides of the appliance.....One length of each hose to be run from each of the two hydrants to the collector. One length of hose to be run to the fullest extent from each of the near and off side deliveries, in the direction of the discs.....Time to be taken at the striking of the disc with the second stream of water. Brigade making fastest time to be the winner.

Team Prize: Silver Plated Fireman's Axe in Case; First Prize: 5 Silver Rose Bowls; Second Prize: 5 Silver Sugar Basins

Location	Year	1st	2nd	3rd	4th	5th					
WAGGA WAGGA	1932	LOCKHART	58.00	QUEANBEYAN	59.80	JUNEE	64.60				
NEWCASTLE	1934	YASS	45.20	LOCKHART	45.60	ORANGE	50.40	DORRIGO	50.40	LITHGOW	51.00
KATOOMBA	1935	JUNEE	45.60	W WAGGA	46.20	CRONULLA	48.40	KURRI KURRI	49.60	CANOWINDRA	50.80
TAMWORTH	1937	W WAGGA	40.60	COROWA	42.20	MURRUMBARR	43.10	CRONULLA	43.30	JUNEE	43.80
KATOOMBA	1939	NARRANDERA	43.30	CANOWINDRA	47.80	CRONULLA	48.30	JUNEE	48.30	CABRAMATTA	49.20
LEETON	1954	EVENT NOT CONDUCTED									
GRAFTON	1956	BLACKHEATH	44.70	DENILIKUIN	45.90	JUNEE	48.30	NARRANDERA	48.50	W WAGGA	48.80
ORANGE	1958	LOCKHART	46.70	PARKES	46.90	BOURKE	48.30	DENILIKUIN	48.80	LEETON	49.60
TWEED HEADS	1960	BOWRAL	40.50	BLACKHEATH	41.70	FINLEY	42.10	LEETON	43.20	PARKES	43.40
WAGGA WAGGA	1962	BLACKHEATH	41.70	COOTAMUNDR	41.80	COFFS HARBOI	42.00	WAGGA WAGG	42.10	BOWRAL	42.40

Garfords were first introduced to the NSW Fire Brigades during WW1, the Garford 64. The four cylinder side-valve petrol engines were made in the USA. Chain driven and with solid tyres, the Garford Model 64 chassis were fitted with a 200 gpm centrifugal pump. The body style as in earlier fire engines, was a 'Braidwood' body - named after its designer, the first London Fire Chief, James Braidwood. Firemen sat on both sides of the engine at right angles to the direction of the vehicle.

The late 1920's saw second generation Garfords (model 15) with solid rubber tyres and a Hale rotary gear pump mounted under the seat installed in country towns.

In 1959 the Bedford chassis was chosen for use in small country towns to replace Garford and Dennis 250s. As the 63 new Bedford motors were introduced between 1959 and 1966 the Garfords and Dennis 250s were withdrawn. The last Garford was withdrawn from Alstonville in 1969 whilst the last Dennis 250 left Yenda in 1970. In 1964 The Garford Suction Event was removed from the Volunteer Demonstration calendar, heralding the end of the Garford era.

**FIGHTING FIRE
Colin Adrian 1984**

GARFORD MOTOR ENGINE (SUCTION) - 5 MEN

From 1932 Programme

CONDITIONS: Five men to be seated on the appliance -- one man sitting with the driver, one man on off side, two men on near side. Two (2) lengths of hose each 100feet, connected together, the first length having branch attached for running out, will be flaked on a tray in the hose box. One length of suction hose with strainer attached will be on the off side of the appliance and all fastenings will be released. The collector to be removed from the suction inlet on the off side and the suction hose with strainer attached, connected the reto. All joints must be properly hardened, either by hand or by spanner. Hose box doors will be closed and must be reclosed and locked after removal of hose. Suction spanner will be placed on footboard near the steering column. Caps will be removed from the deliveries. Deliveries will be closed. The second branch may be attached by other than the method set down in the drill book, at the discretion of the competing team, but the joint must be properly hardened. Each team, after completion of the event shall remove all hose and gear from the track to a position indicated by the supervisors. Brigade making the fastest time to be the winner.

Team Prize: Silver Cup; First Prize: 5 Silver Sandwich Dishes; Second Prize: 5 Fancy Trays

Location	Year	1st	2nd	3rd	4th	5th
WAGGA WAGGA	1932	YASS	28.60	LOCKHART	32.20	QUEANBEYAN 32.40
NEWCASTLE	1934	DORRIGO	28.00	LOCKHART	28.10	JUNEE 28.60 W WAGGA 28.90 YOUNG 29.00
KATOOMBA	1935	JUNEE	24.20	LOCKHART	25.70	DORRIGO 26.50 ORANGE 27.60 ADAMSTOWN 27.70
TAMWORTH	1937	DORRIGO	26.20	JUNEE	26.40	YASS 27.90 CRONULLA 28.60 WESTON 28.70
KATOOMBA	1939	DAPTO	24.50	DUBBO	25.20	ORANGE 25.50 JUNEE 25.60 M/MBURRA 25.70
LEETON	1954	ORANGE	32.30	BLACKHEATH	NARRANDERA	
GRAFTON	1956	W WAGGA	30.10	DENILIKUIN	30.40	ARMIDALE 32.20 YASS 32.40 JUNEE 34.00
ORANGE	1958	ORANGE	25.60	BLACKHEATH	26.40	BOWRAL 27.10 GRAFTON 29.00 NARRANDERA 29.00
TWEED HEADS	1960	DORRIGO	24.50	HAY	26.00	YASS 26.00 SAWTELL 26.20 GRAFTON 26.50
WAGGA WAGGA	1962	SAWTELL	25.20	BELLINGEN	25.30	COBAR 27.00 COOLAMAN 27.10 NARRANDERA 27.40

FIRE

May-December, 1963

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GARFORD SUCTION AND COLLECTOR EVENTS TO BE ELIMINATED IN FUTURE DEMONSTRATIONS

It would seem that the old "warhorse" the Garford, will be missing from future Demonstrations in so far as Suction and Collector Events are concerned.

The Executive Demonstration Committee for the Wagga Wagga Demonstration at the final meeting recommended "That in view of the virtual removal of the Garford as a fire appliance by 1964 that these type of events be eliminated from the 1964 Demonstration and that consideration be given to substituting some other suitable events".

The Board approved of the recommendation and a select Committee will, in the near future, consider the type of event or events to replace the Garford.