

INTERNATIONAL KB5 FIRE ENGINE

TECHNICAL HISTORY

The International Harvester Co in the USA made this truck chassis.

The KB5 chassis was introduced in 1947, and was replaced by the L series in the later part of 1949. The chassis in the form of the K series had been in production throughout WW2, and had only cosmetic changes after the war. These changes included a little additional chrome in the radiator grill and the introduction of little model designators under the International trademark along the hood sides. On our truck, this shows KB5!

The KB5 range were the heaviest of the "light" end of the International Harvester range and considered to be in the 1 1/2 to 2 ton range. It was fitted as standard with the "reliable" 233cu.in. Green Diamond petrol engine. It was known to be used regularly for fire appliances (source: INTERNATIONAL TRUCKS.)

The important fire fighting capacity is powered by a twin cylinder Wisconsin air cooled engine manufactured under license by Ronaldson Bros. and Tippett of Ballarat, Vic. Engine #TFD 8266 produces 31/4hp per cylinder and drives an AJAX centrifugal pump connected to 3" pipe work. The engine has both electric and hand starting.

Information is sought about the pump & other equipment fitted to this truck.

WORKING HISTORY

This truck was purpose built for the Mt Barker & District Volunteer Fire Brigade. The Chassis is an International KB5, which was produced by the International Harvester Co. in 1948 & 1949. The body, probably built around that time, was purpose built in Mt Barker, South Australia, by Mr Harold Gericke. At the time, it was said to be the most modern fire appliance in the Southern Hemisphere, featuring dual battery systems, and under chassis water spray equipment for maximum fire protection.

After it finished active service, it found its way to "the Mallee", where it was located by former Member, Mr David Chapman. He restored it to its present condition, and later donated it to the Club.

