



FIREFLASH

AUGUST, 1966

No. 10



EDITORIAL

It was well over three years ago that the first edition of "Fireflash" appeared — duplicated perhaps, and compiled and stapled around the Conference Room table, but, nevertheless equally acceptable — if not more so — than the glossy and expertly-printed editions — thanks for the latter to the painstaking guidance and help so readily given by the Corporation Printing and Stationery Department.

Now with this, the No. 10 edition, I write my farewell as Editor — and equally, say "farewell" to the Brigade consequent upon my retirement after 25 years' service.

The publication has now been taken over by Mr. William F. Hodges, the Brigade Establishment Officer, who assumes the role of Editor, with A.D.O. W. Rapley as Assistant Editor. Mr. Barry Hook, the Assistant Chief Clerk will now actively fulfil the role of secretary/treasurer, and be responsible for the commercial management and liaison with advertisers.

With such a bevy of high-level Management, a condition which I have made futile attempts to bring about for some considerable time — the publication must now surely gain status in leaps and bounds.

To Fireman Ernie Lewton (Stn. No. 2) and L.Fm. R. Haynes (Stn. No. 4) I would express my deepest thanks for the co-operation, interest, and encouragement shown throughout the previous era of "Fireflash", and to the other Station and Departmental representatives, I would express the hope that they make a truly earnest endeavour to present some degree of tangible interest, and thus keep the "new firm" in the picture, as it were.

Finally, regarding the Auxiliary Fire Service, I would very much like to thank Auxiliary Firemen R. Lewis, and R. W. Hares for their keen interest and assistance in the submission of material and photographs, respectively.

ROY H. GAPPER,
Editor.

ACQUISITION OF NEW FOAM TENDER, AND PERSONNEL CARRYING VEHICLE

Negotiations have been completed with regard to the supply of a new Foam Carrier for Station No. 3 Avonmouth. This appliance, based on a Commer 7-ton VAKS 741 chassis, will very shortly be delivered to the Brigade. Additionally, a Land Rover Hose Reel Tender (L4P) is on order for the same Station, and the delivery date should not be too far distant.

A 15-seat Personnel Carrying Vehicle, based on a Ford chassis, with a 2-litre V4 petrol engine is also on order. This vehicle will be allocated to the Junior Fireman Training Establishment.

RETIREMENTS

Since the previous edition of *Fireflash*, the following members of the Brigade have retired. To each we all wish the very best of luck, good health, and a long and happy retirement.

L.Fm. H. M. Ashford (Stn. No. 1).

L.Fm. G. A. Carey (Stn. No. 2).

Fm. C. L. Crew (Stn. No. 1).

Fm. R. H. Gapper (Brigade H.Q.).

Sub.O. G. T. Iles, formerly of Stn. No. 4 Brislington, has tendered his resignation from the Brigade in order to effect a transfer to the Gloucestershire Fire Service at Patchway Fire Station. Likewise, Fm. P. J. Woodhams (Stn. No. 6 Speedwell) and Fm. R. E. Clark (Stn. No. 1 Central) have also tendered their resignations from this Brigade in order to transfer to Gloucestershire and Fm. G. P. Toop and J. C. Muir (Stn. No. 4 Brislington) have transferred to the City of Bath Fire Brigade.

PROMOTIONS

The following promotions have taken place since the previous edition:

L.Fm. R. J. Esson to Sub.O. (Stn. No. 3 Avonmouth).

Fm. R. Southard to L.Fm. (Stn. No. 1 Central).

Fm. J. Wright to L.Fm. (Stn. No. 2 Southmead).

Fm. D. A. Rogers to L.Fm. (Stn. No. 1 Central).

L.Fm. F. Rivers to Sub.O. (Fire Prevention Dept.).

L.Fm. J. Mapstone to Sub.O. (Fire Prevention Dept.).

1966 EXAMINATIONS

The following members of the Brigade were successful in the undermentioned examinations:

1966 STATION OFFICER EXAMINATION

Sub.O. Peter Thorpe (Stn. No. 2 Southmead).

Sub.O. Ivor Player (Stn. No. 1 Central).

Sub.O. E. Harris (Stn. No. 6 Speedwell).

Sub.O. W. J. King (Stn. No. 3 Avonmouth).

L.Fm. J. Wright (Stn. No. 2 Southmead).

L.Fm. M. I. E. Denman (Fire Prevention Department).

1966 SUB OFFICER EXAMINATION

L.Fm. B. Bowden (Brigade Headquarters Training School) (Since transferred to Stn. No. 1 Central).

L.Fm. F. C. Hooper (Stn. No. 3 Avonmouth).

L.Fm. J. D. Mapstone (Fire Prevention Department).

L.Fm. F. C. Rivers (Fire Prevention Department).

Fm. P. O'Brien (Stn. No. 5 Bedminster).

LEADING FIREMAN EXAMINATION

Fm. T. Condon (Stn. No. 1 Central).

Fm. A. Wotton (Stn. No. 1 Central).

Fm. B. D. Williams (Stn. No. 1 Central).

Fm. R. C. Bean (Stn. No. 2 Southmead).

Fm. R. Underhay (Stn. No. 5 Bedminster).

Fm. R. C. Hacker (Stn. No. 6 Speedwell).

Fm. W. E. Pratten (Stn. No. 6 Speedwell).

Fm. G. J. Jenkins (Stn. No. 6 Speedwell).

Fm. C. W. Fisher (Stn. No. 6 Speedwell).

1966 EXAMINATIONS OF THE INSTITUTION OF FIRE ENGINEERS

Associateship

Stn.O. J. T. Barnes (Fire Prevention Department).

Stn.O. R. V. Andrews (Stn. No. 6 Speedwell).

Stn.O. J. G. Horton (Stn. No. 1 Central).

Graduateship

Sub.O. W. J. King (Stn. No. 3 Avonmouth).

L.Fm. M. I. E. Denman (Fire Prevention Department).

MARRIAGES

Congratulations to the undermentioned members of the Brigade on their recent marriage:

Fm. G. Burchell (Stn. No. 1 Central).

Fm. R. S. Maggs (Stn. No. 5 Bedminster).

Fm. T. Condon (Stn. No. 1 Central).

Fm. A. J. Raikes (Stn. No. 5 Bedminster).

Fm. A. V. Davis (Stn. No. 6 Speedwell).

Fm. D. Summers (Stn. No. 3 Avonmouth).

Fm. C. McKinsty (Stn. No. 3 Avonmouth).

BRISTOL CIVIL DEFENCE OVERSEAS DISASTER TEAM

Reproduced by kind permission of F. COULSON, Esq., F.A.C.D.O. Chief Civil Defence Officer City and County of Bristol

Bristol Civil Defence Overseas Disaster Team is a newly formed unit now available to fly overseas to render practical assistance in the event of an earthquake or similar disaster.

Some time ago Oxfam (the Oxford Committee for Famine Relief) felt that in addition to their very considerable financial assistance which is given to deserving causes throughout the world, they would like to be in a position to render some form of assistance in the event of a large overseas national disaster, such as flood damage, earthquake or other large disaster, and discussions took place with the Civil Defence Officer of Bristol.

As a result the Civil Defence Committee of the Bristol City Council approved a scheme under which selected Civil Defence volunteers were formed into a disaster relief party which would be prepared to fly to the assistance of any country if the government and Oxfam decided that such a course was necessary. The lines were cleared with the International League of Red Cross Societies, which always co-ordinates relief in such cases.

Oxfam has supplied three long wheel-base Land Rovers and trailers, which have been adapted by the team members themselves, and is also supplying equipment which is not available from the existing Civil Defence stocks. The team which comprises 24 men and women, is made up of rescue, welfare and communications personnel. All of them are trained in first aid and can drive, and will ultimately be trained in each other's work so that they can, if necessary, act as leaders and increase the amount of assistance they can render by using unskilled labour at the scene of the disaster. Many are members of Bristol's crack Civil Defence competition team, which since 1959 has held the silver Sir John Anderson Trophy, awarded in competition against the leading teams in Great Britain.

The Civil Defence Officer of Bristol, Mr. F. Coulson, in conjunction with Oxfam, has negotiated an arrangement under which British United Airways will fly the team out with their Land Rovers and equipment.

Many of the team members are specialist instructors in various branches of Civil Defence, and in addition to intensive training they have all been inoculated against smallpox, typhus, tetanus, yellow fever, cholera and polio. They have been also issued with passports applicable to all countries. The employers of the team members have agreed to release them when required in almost every instance without loss of pay. The team would be self-supporting as far as their own sleeping and feeding arrangements are concerned.



Studies of recent large-scale disasters have indicated that such a team trained in the latest methods of rescue, able to take control at an early stage, and in a position to request further supplies and equipment with a specialist knowledge would be invaluable.

Equipment carried on each Land Rover and trailer is as follows:

- First aid equipment.
- Hydraulic jacking equipment.
- Tirfor wire hauling equipment.
- Heavy rescue tools-various types.
- Ropes
- Man-pack rescue equipment.
- Emergency pressure lamps.
- Spare petrol.
- Paraffin.
- Drinking water
- Emergency food supplies (condensed soups, etc., flour).
- Boilers—10 gallons capacity.
- Cooking equipment.

FIRST AID TEAM

The Brigade first aid team, comprising L.Fm. John Hedges (captain), Fm. R. C. Bean, Fm. C. Williams and Sub.O. P. Thorpe competed at Whitwick Colliery, Coalville, Leicester, on Saturday, 18th June, 1966, and, of the 25 teams entering, were placed in the fifth position overall. Stn.O. I. J. Taylor, who was on annual leave, was unable to captain the team as is normal procedure and the reserve, Fm. C. Williams, together with the other participating members gained valuable experience.

THE FIRE BRIGADE SOCIETY

Following a ballot of the society's members the Chief Fire Officer has been pleased to accept an invitation to be president for the next three years. The retiring president is Chief Fire Officer K. N. Hoare, M.I.Fire.E., of the Manchester City Fire Brigade.

Should any member of the Brigade care to join the society, they should apply to the General Secretary, Mr. R. Bonner, 20 Chipping Street, Longsight, Manchester 12 who will be delighted to forward any information required.

VOLLEY BALL ACTIVITIES

White Watch (Station No. 3 Avonmouth) are prepared to take on any other team in the Brigade. Come on, then—get something fixed up, other Stations!

WEIGHT LIFTING

Whilst White Watch (Station No. 3 Avonmouth) are keen on volley ball, so several members of Blue Watch at that Station are interested in weight-lifting, and have acquired weights, and regular practice is carried out.

Vehicle Body Repairs

Re-spraying

== **SCOTT** ==

REAR OF 209 AVONMOUTH ROAD, AVONMOUTH

Tel. Avonmouth 2204

SPECIAL RATES FOR FIRE BRIGADE PERSONNEL

DUNDRY WIRELESS TRANSMITTER

Arrangements are now well in hand for the building of the accommodation to house the transmitters for the Bristol Police and Fire Brigade networks. Extensive tests have been carried out by the Home Office engineers to ascertain the reception potential from the actual site at Dundry. The building will house both the Police and our own transmitters, and likewise, the mast will carry the aerials required for the completely independent wavelengths for each service.

At the present moment, the Fire Brigade wireless scheme comprises a master control of which the transmitter is situated at Station No. 6 Speedwell, and a sub-control operating from Station No. 3 Avonmouth, the latter affording adequate coverage of Henbury, Lawrence Weston, Shirehampton, and the Dock Areas, which quite often are not ideal for reception from master control. In addition, a total of 22 mobile stations are allocated, in the form of staff cars, Land Rover wireless vehicles, and appliances.

When the full potential of the Dundry transmitter is brought into use, extremely effective coverage of all operational locations of the Brigade should be possible.

FIRE AT CO-OPERATIVE RETAIL SERVICES LTD., FAIRFAX HOUSE NEWGATE, BRISTOL

At 1238 hours on Thursday, 12th May, 1966, the actuation of the heat detector system at Fairfax House, Newgate registering on the automatic fire alarm panel in Brigade Control sent a pump, pump escape and turntable ladder from the Central Station to a spectacular fire involving parts of the 5th and 6th floors of the Co-operative Retail Services store. The initial call was quickly followed by other calls on the "999" exchange telephone, including calls from the store.

The number of pumps was later increased to six, and turntable ladders to two. The four appliances from Station No. 1 Central were operated from the Fairfax Street side of the building, whilst two water tenders, a pump escape and turntable ladder comprising the "make-up" requirements took up position at the Newgate side of the premises. The fire was finally extinguished by water from six jets from three pumps using three hydrants, two jets from turntable ladders used as water towers fed by two pumps from two hydrants and two jets from internal landing valves supplied by a rising main.

Areas of approximately 4,000 square feet on each of the fifth and sixth floors, including partitions, screens and fittings were severely damaged by fire and heat, whilst about 1,000 square feet on each of the floors involved was severely damaged by heat and smoke. Curtain walling in these areas collapsed or was otherwise badly damaged. Furniture and furnishings in the fire area on the fifth floor were destroyed, whilst 80 per cent of the contents of the affected sixth floor area, consisting of desks, counting machines, filing cabinets and the like, were also written off. The remainder of the contents of both floors was damaged by heat and smoke.

Fm. William Addison, who was operating the turntable ladder from Station No. 1, was taken to hospital following lacerations to the left leg by falling glass. He was not detained but was unable to continue duty for a few weeks.

Whilst such a spread of fire combined with destruction in such a short time may be unusual, an analysis of the situation reveals that such a possibility will always be present in multi-storey buildings with certain walling when the early failure of the infill panels and mullions leads to excessive ventilation, bearing in mind that wind velocity increases with the height of buildings. There did not appear to be any delay in the operation of the heat detector system, because when the assistant store manager called the Brigade on the "999" system about three or four minutes after the discovery of the incident, he was informed that the appliances had in fact been despatched, and as he replaced the receiver, so the initial attendance from the Central Station pulled up outside!

Despite the inferno which greeted the Brigade upon its arrival due to the strategic operational attack, coupled with the usual determination of the "lads", the miraculous "stopping" of the conflagration almost to the point of origin is, without doubt, of the highest order. Initially, Assistant Divisional Officer Jack Stevenson was the senior officer present at the incident. Upon receipt of repeated "999" calls, Divisional Officer F. C.

Ponsford, realising that the incident could possibly be of large proportions, consequently responded, and Divisional Officer E. C. Wookey left for the scene upon receipt of the "Assistance" message.

The accompanying photograph shows the scene in Fairfax Street, whilst the front cover picture gives an appreciation of the situation in Newgate.



WATER DISTRIBUTION

Pipelines of lead, stone and pottery for the conveyance of water were used by the Romans and some earlier civilisations.

The only subsequent development for centuries was the use of bored-out tree trunks some of which occasionally come to light under the streets of our older cities. The upper limit of the bore of such wooden pipes was about six or seven inches, and in some London streets there were four or more such lines in parallel.

The technique of casting in iron thin-walled pipes was developed early in the nineteenth century. These were at first cast horizontally and, as the core forming the bore of the pipe floated, the pipes tended to be thinner on one side and therefore unreliable in strength. With the development of the art of vertical casting they became more reliable and then rapidly superseded the wooden pipes, which had always had a short life.

Cast-iron pipes were soon made in very much larger diameters than the wooden pipes and, with their consequent large carrying capacity, rendered it economic to convey water under pressure for long distances from sources which it would have been impossible to tap with a free-flowing channel or aqueduct.

In the latter half of the nineteenth century many such long pipelines were laid to convey water to the larger cities, the pipes being up to about forty-eight inches diameter and sometimes extending for seventy-five miles. The pipes were almost always jointed together with a socket and spigot, run with molten lead, which was caulked back into the socket as soon as it was cool.

WROUGHT IRON

Wrought iron was used to make pipes for special purposes, the curved plates being joined by riveting, but cost and difficulties of protection against corrosion limited their use and also that of steel.

Following upon the advances in technology during the 1914-18 war, the subsequent years saw the introduction of spun iron, asbestos cement and lap welded steel pipes.

In comparison with oil pipelines the water distribution pipes are short in length, low in pressure.

The velocity, and therefore the friction, is low, the product value is low and more leakage can be tolerated. Pipe diameters are medium to large and the country to be traversed is usually highly developed causing many problems in finding necessary the space for the pipes.

Water distribution pipes generally have to be of sufficient size to meet peak demands at certain hours of the day or even for a certain day of the week. During the night hours they may be very little used. Only the pipes bringing water from a source can usually be of an economic size and even these may have to meet a peak demand lasting several weeks during hot summer weather. Most water authorities have inherited a vast network of old cast-iron pipes under the city streets which have been laid during the last 120 years and which in the larger cities may total 1,000 to 1,500 miles.

EXTERNAL CORROSION

In some towns where the water is aggressive the older pipes are badly corroded internally, and where the soil is aggressive, they are corroded externally. In addition, cast-iron pipes do not take kindly to rapid changes of temperatures of water which can cause frequent fractures. They are also susceptible to poor support and to ground subsidence by mining operations. Taken generally, however, cast-iron pipelines have given very good service to the community.

Development of new materials, advanced manufacturing processes and the increasing congestion of city streets—even below ground—are compelling engineers to continually review their methods. The congestion of the London streets has recently forced the Metropolitan Water Board to construct a tunnel nineteen miles long and with a diameter of seven feet beneath London to bring water from the Thames to the Lee Valley. Due to its type of construction and its diameter, friction and consequent pumping costs were very low.

Of recent origin are plastic pipes, ductile spun iron (which has many similar characteristics to steel), and pre-stressed concrete pipes. In the largest sizes steel is unchallenged and electrically welded pipes, made in as long a length as can be handled, are jointed by welding together when laid unless they have to be flexible on account of ground subsidence. Protection of the steel from corrosion is either by a bitumen lining and external sheathing or a concrete lining and surround.

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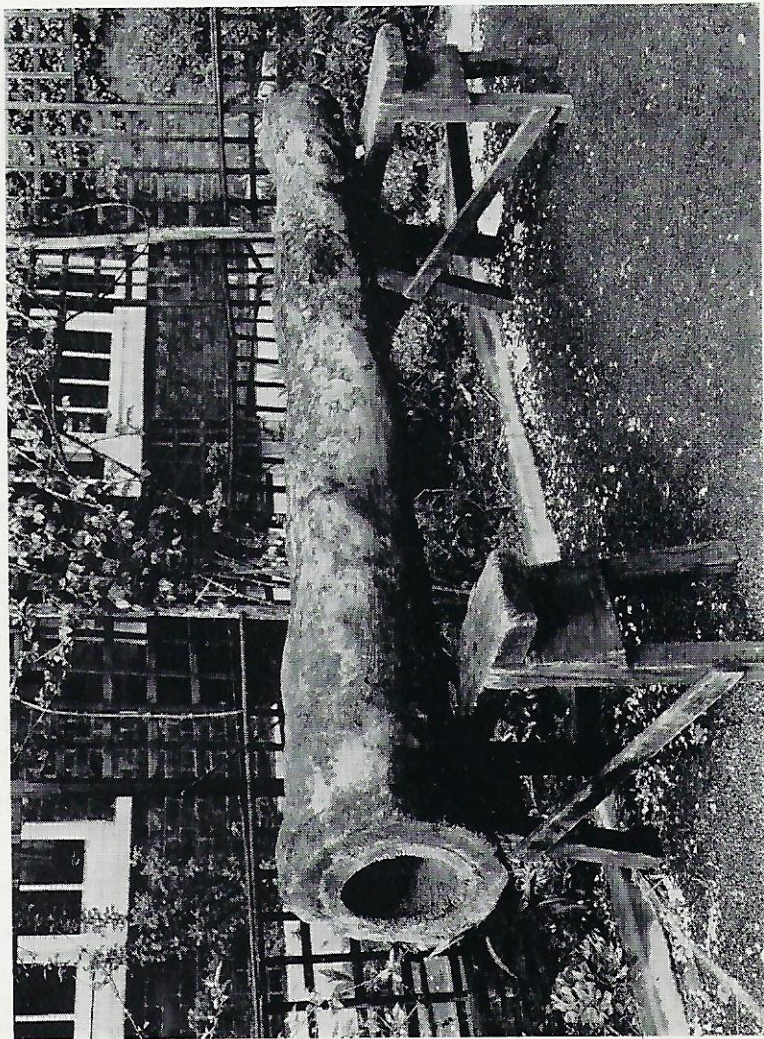
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PLASTIC PIPING

Plastic pipes are widely used in rural areas where they have the advantage that they can be mole-ploughed into the ground, but at the present they are not competitive in price in sizes above six inches in diameter. Pre-stressed concrete pipes are made only in a limited range of diameters commencing above the size which is the upper limit for centrifugal casting of iron and up to an upper limit governed by demand.

In brief, water distribution systems must be designed to protect their contents against external pollution, convey it with the minimum loss of pressure at the required volume for peak demands, need the minimum of maintenance and cost as little as possible.



A recently excavated elm water pipe, which was laid about 1800
(Photo by kind permission of Metropolitan Water Board)

MALICIOUS FALSE ALARM—THURSDAY, 19th MAY, 1966

It will perhaps for ever remain a mystery as to whether a malicious false alarm given to the Bristol Brigade on the morning of Thursday, 19th May last was part of the Bristol University students' "anti-Beaufort" demonstration. On that morning, His Grace The Duke of Beaufort arrived at the University for his installation as Chancellor accompanied by the Vice-Chancellor, Sir Philip Morris.

Coinciding with the students' demonstrations outside the University buildings in Queens Road, however, a call of fire was received by Fire Control stating that the University library was on fire. It was subsequently found by G.P.O. engineers that the call was made from a Berkeley Square kiosk.

The pump, pump escape, and turntable ladder were despatched from the Central Station, and in answering the call, A.D.O. Rapley sustained injuries whilst using the fire-pole from the top of the Brigade Headquarters premises, and was unable to respond. He was taken to the B.R.I. for extensive X-ray and specialised examination. Mercifully, no serious injuries were revealed, but Mr. Rapley was unable to participate in normal routine for quite a time, and was on sick leave for nearly a month. He now continues to receive medical treatment at the Homeopathic Hospital, and his operational activities are appreciably lessened, at the time of writing this article.

At the time of the accident, whilst A.D.O. Rapley was awaiting the arrival of the ambulance the Chief Fire Officer told a *Bristol Evening Post* reporter—"We don't as a rule advertise malicious calls, but I hope that this incident may sink home with the 'bloody-minded' ". He added that an additional serious aspect of malicious calls is that the whole fire coverage of the city is disrupted.

It will also remain a mystery to members of Brigades throughout the country as to why certain persons—some repeatedly—give such malicious calls. The risk involved in responding to any emergency call is calculated and accepted by every member of an emergency service. The risks so involved do not necessarily commence when the appliances leave their respective stations, but immediately the alarm bells are sounded within the stations involved, as the above unfortunate incident too vividly shows.

With the ever-increasing and bewildering patterns of traffic congestion, one-way routing, crossings, signals, jay-walkers, children, and animals, plus the concentration required by the drivers of appliances to "get there" with the minimum of delay, it is truly remarkable how so many miles are covered in answering the various types of emergencies with so few accidents. Perhaps upon reflection of such circumstances as these, any would-be hoaxer may think again—and remember that whilst appliances are out unnecessarily, there MAY be a genuine call—perhaps temporarily unanswered—to his own home!

Editor's Footnote:

In the light of the vociferous and rowdy nature of certain of the University students on the above occasion, the Senate of the Bristol University found such behaviour of the small minority a reflection on the good name of the University, particularly so where the attitude of the demonstrators was against the public, the police, the public, and the fire brigade. The Senate has accordingly issued a press statement, of which an extract is given below.

"... The Senate cannot allow the occasion to pass without making its views generally and clearly known. Senate has therefore decided as follows:

- (c) to condemn the deplorable behaviour of a small group of students;
- (d) to express appreciation of the way in which police, the fire service, and the University's staff conducted themselves under considerable provocation;
- (e) to request the Union Council to co-operate in ensuring that no society or association within the Union is allowed to organise or condone reprehensible behaviour and physical violence."

BRISTOL WEDNESDAY LEAGUE SELECTION

Congratulations to Fireman Les Watts (Stn. No. 4 Brislington) who was selected to play for the Bristol Wednesday League against the Birmingham Wednesday League on 27th April, 1966. Les scored one of the goals in Bristol's 3-1 victory that day. He has scored 35 goals for the Brigade team this season mostly from the outside right position. Only two weeks after appearing in the Wednesday League team he had the misfortune to slip and fracture his left leg. Hope you make a speedy recovery Les!

THE PEOPLE'S DISPENSARY FOR SICK ANIMALS

ROY GAPPER (Headquarters)

There are, I am sure, quite a number of our readers who have, from time to time, found it necessary to seek the skilled medical advice of the local P.D.S.A. dispensary or mobile dispensary regarding their domestic pets—whether they are cats, dogs, canaries, or even fish!

In the forty-eighth annual report of this very worthy organisation there appears some interesting information relative to the activities of the various branches during 1965. The P.D.S.A. was established in 1917 and is the only organisation founded exclusively to provide free treatment for the sick and injured animals of those unable to afford private veterinary fees. Eighty-four permanent dispensaries and 24 mobile dispensaries operating regularly in over 200 small towns and villages are at work in England, Scotland, and Wales. For serious medical and surgical cases there are six regional hospitals and nineteen ambulances are in daily service for accidents and other emergencies. The organisation also maintains five stray dogs' homes, and one stray cats' home. The work of the P.D.S.A. has been spreading overseas for over 20 years, and the treatment of sick and injured animals is being carried out in France, Egypt, Morocco, Cape Town and Johannesburg.

Almost ONE MILLION cases are treated annually in Great Britain, and all treatment is FREE. Donations in keeping with the individual circumstances of the pets' owners may of course be placed in collecting boxes which are kept in the various surgeries, but as stated, basically and if necessary all treatment is free. The P.D.S.A. is NOT state-aided, and has no connection with any other society. It depends entirely on voluntary contributions. The organisation was founded by Mrs. M. E. Dickin, C.B.E., and Her Royal Highness Princess Marina has for some considerable time been Patron.

When one looks into the figures relating to cases treated during 1965, it is really surprising to find that the Bristol dispensary at 65 Stapleton Road treated 17,483 creatures of all denominations! This is, I believe, the third highest in the country, the London dispensary at Ilford having treated 24,292 and the Princess Road Manchester dispensary falling second with 18,219. The Bristol Area mobile dispensary attended to 8,028 cases during its daily travels throughout the year.

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SPECIAL RATES FOR FIRE BRIGADE PERSONNEL

LEYLAND "CUB" FIRE APPLIANCE (CHW 353)

As reported in a previous edition, this appliance has been finally laid to rest in the playground of the Whitehouse Infant's School, Fulford Road, Hartcliffe, Bristol.

Shortly after the Brigade workshops staff had installed the appliance there, numerous letters, accompanied by one from the Headmistress (Miss B. Chapman) were sent to the Chief Fire Officer. From the letters received from the "little 'uns" it would appear that without doubt, the "Cub" is giving plenty of enjoyment.

Here are one or two of the more amusing letters from the six-year-olds:

"Dear firemen—Thank you for the fire engine it is very nice and on Friday I played on it and today some children are painting it red love from Geradine."

"Dear firemen—Thank you for the fire engine. I jumped off the fire engine and I was the driver from Alan West."

"Dear fireman—Thank you for the Fire engine you gave us and we played on it and me and Lynda jumped off it and some boys and girls jumped off with us. Love Elaine."

"Dear firemen—Thank you for the Fire engine and we played on it it was lovely and I jump off Love from Suzane."

In view of the fact that copies of this publication will be sent to the Headmistress of the Whitehouse Infant's School, it would perhaps be opportune to include a very brief resume of the life of the "Cub" (formally registered as CHW 353, and in the last months of her life in the Brigade referred to as "Pump, Fleet No. 3001, Brigade Driving School").

Initially, the appliance, by virtue of its appreciably smaller dimension when compared with its other sisters of the Brigade, was purchased for use at the Avonmouth Station. The smaller size of the appliance enabled it to be taken into the complex and confined spaces of the dock area, and to negotiate the narrow lanes which at that time (1936) abounded the Station turn-out area. (Nostalgically enough, I recollect with pride the way she would literally "prance" along Smoke Lane, when proceeding to incidents and how, with the exceptionally big steering "lock" one could make the most ridiculous "U" turns!)

For a short time during 1945, CHW 353 was stationed at the "Tizer" factory at Kingswood (that being the temporary Station No. A.6 (N.F.S.)) prior to moving into Snowden Road, and subsequently of course, to Speedwell Road. The appliance was the first to respond to the big Avonmouth oil fire of September 1951 accompanied by the foam tender from the Avonmouth Station. This was most probably the biggest incident—even including her war-time escapades—to which she ever responded.

The capacity of the pump was 350/500 g.p.m. and the hose reel tank situated on the off-side rear of the appliance was 40 gallons. Although very few Leyland "Cub" appliances carried escapes, one was in fact fitted to "CHW" for the period during which the aircraft carrier *Campania* was berthed at "O" Shed, Royal Edward Dock, Avonmouth for inspection by the public, during the Festival of Britain, in 1951. It was thought expedient to have an escape-carrying appliance readily available at the Avonmouth Station during this period, and the appliance reverted to its normal status of a pump only when the *Campania* sailed.

Although not necessarily directly related to the subject matter in hand, it would be opportune to mention that from roughly 1947 until 1952, the Avonmouth Station did not have an escape. Leyland pump escape HY 1801 however put that matter right when she arrived to replace a former Home Office Bedford self-propelled pump in 1952. In 1955 the present Avonmouth pump escape, a Bedford limousine (Registration No. VHY 436) replaced HY 1801. These appliances have "worked" with CHW 353 over the years, if one can put it that way and, being rather pro-Braidwood type, I think that nothing, apart perhaps from a posh Rolls/Dennis limousine, can match the looks of an open-type machine—and never will!

CHW 353 continued faithfully to serve Avonmouth (both the dock and residential areas) Shirehampton, Sea Mills, Henbury, and parts of Westbury-on-Trym (the latter three districts being in support of Station No. 2 Southmead) until she was replaced by a modern limousine pumping appliance (Registration No. 999 SHU) in 1963. She then took on the role as a Driving School appliance, and was finally "completely retired" from the Brigade in 1965.

OBITUARY

It is with deep regret that the death of Fireman R. C. Bishop of Station No. 3 Avonmouth on the 17th August is announced. Ray, who had been ill in Southmead Hospital for two months, was a member of the Avonmouth Station for over 18 years, prior to which he served at the former Stn. No. 2 Stoke Hill. Our heartfelt sympathy in their sad loss is extended to his wife and daughter.

THE BRISTOL AUXILIARY FIRE SERVICE SOCIAL AND ATHLETIC CLUB

Resulting from the popular demand within the rank and file of our Auxiliary Fire Service friends, a meeting was held at Station No. 6 Speedwell on Wednesday, 27th April last in order to discuss the possible formation of a section of the Bristol A.F.S. Social and extra-Service activities. From this meeting, the above-named club was inaugurated and fully constituted. A committee of nine, with one co-opted member (A.D.O. R. D. Osborne) was appointed to arrange suitable functions for members and, from time to time, their wives. The committee quickly "got to work" and have since had two further meetings, one on 11th May, and another on 7th June. From these meetings, it was decided to arrange a family outing to Bournemouth on Sunday, 3rd July, the outing to include lunch.

On Sunday, 3rd July, a full 52-seater coach took members and their families to Bournemouth for the day. The weather was exceptionally kind, and all who went expressed their pleasure at the very happy time they spent. The singing in the coach on the way back would not have disgraced the Glasgow Orpheus Choir by all accounts, and arising from the success of this, the first outing of members of the club, it certainly looks as if an outing is to be an annual event.

On 2nd November a dinner and dance will be held at the Arnos Court County Club, this organisation having the most excellent facilities. The Lord Mayor and Lady Mayoress have kindly accepted an invitation to grace the occasion with their presence. Remember, it is for ALI members of the Auxiliary Fire Service, both active and reserve, and the committee feel sure that they can count on the support to make this a memorable occasion. Wives, families, and friends of members are of course more than welcome.

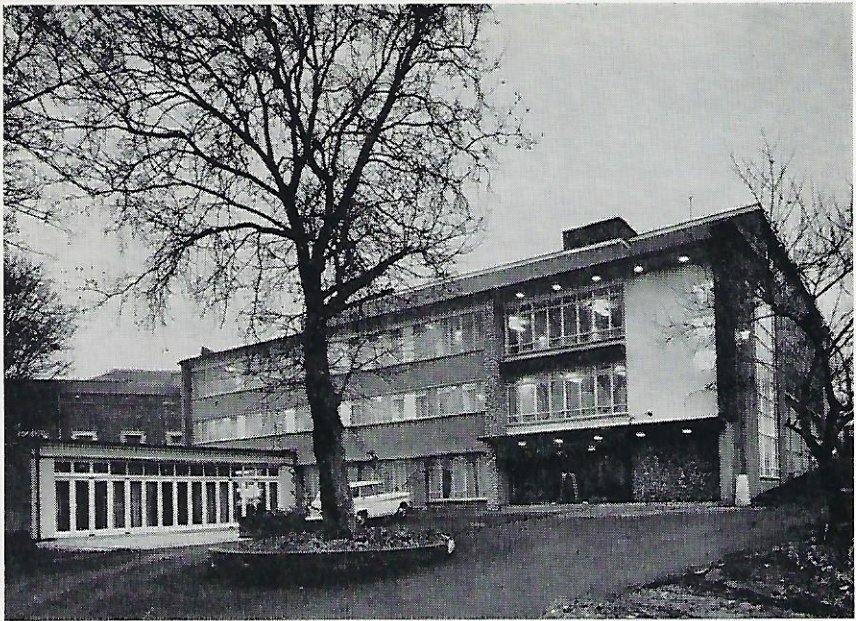
The committee is working very hard indeed to make the club a success, and it will be appreciated that to do this we would like 100 per cent membership, and would also like your subscription (10/-) as soon as possible. (Membership of the club, is of course, specifically confined to members of the Bristol Auxiliary Fire Service.) Rule cards are in the process of being printed, and any queries will gladly be resolved by members of the committee upon request.

The committee as elected, is as follows:

President, The Chief Fire Officer; Chairman, Aux. Stn.O. J. P. Miles; Vice-Chairman, Aux. Fm. R. Lewis; Treasurer, Aux. Fm. Norman Castle; Secretary, Aux. Fm. J. Brunyee; Public Relations Officer, Aux. Fm. R. W. Hares; Aux. Fm. R. Ranahan, Aux. Fw. N. Lane, Aux. Fw. A. Gideon.



Next stop, Bournemouth! A group of happy travellers pause en route to the seaside on Sunday, 3rd July.



TWW INDEPENDENT TELEVISION FOR WALES AND THE WEST OF ENGLAND

JACK PUGSLEY (T.W.W. Public Relations Officer)

Independent Television is something more than just a popular medium of information and entertainment. It has become an essential among the media used by business, industry and commerce for presenting information and for the marketing of a very wide range of goods and services.

Apart from the obvious benefit to the viewer—that his entertainment on Independent Television is paid for from advertising revenue in the same way the price he pays for his newspapers is subsidised—it has, like other media, a part to play in maintaining the prosperity of the British economy.

TWW has been on the air for more than eight years and now in every city, town, village and hamlet the possession of a television set is as natural and commonplace as owning a kitchen stove. In harness with the press, magazines and other means of communication, television gives the local business man as well as the national manufacturer a wide channel of approach to the population at large through which he can keep his factory or his warehouse busy and maintain a level of prosperity and well-being for his employees. This is the way in which television has entered the commercial life of the country.

Independent Television has also entered the life of the country in another important way. There are local companies serving local areas (like TWW) and they are able to pay more attention to the needs of these areas than would be the case if a single organisation was broadcasting to the whole country from a central source like London.

TWW serves the West of England and Wales and the company operates studios in Bristol and Cardiff. It first went on the air in January 1958, but the Bristol studios were not completed until October 1960. With a recent extension the building and its equipment has cost £350,000.

It is a purpose-built studio in Bath Road with a total of 6,378 sq. ft. of studio floor area—one 90 ft. x 65 ft. and another 24 ft. x 22 ft. A back-projection “tunnel” associated with the main studio can provide an extra floor area of 1,100 sq. ft. There are full technical facilities for major productions.

With the responsibility for a dual service TWW’s local programme production averages over twelve hours a week, including five hours in the Welsh language, broadcast only on the Welsh network.

TWW enjoys a high reputation for its local productions, with the nightly magazine and news programme *TWW Reports*, the quiz *Mr. and Mrs.*, the folk programme *At the Cider Apple*, the weekly political debate *For and Against*, with *Movie Magazine* and *Tinker and Taylor* for children, and the pop programme *Now!!!* for teenagers. Then there are regular religious and other discussion programmes.

TWW film teams average 100,000 miles a year covering the region on both sides of the Bristol Channel and are technically responsible for documentary programmes.

It is obviously within the sphere of news that TWW teams meet the Fire Brigade in action and an excellent degree of co-operation has been built up over the years. In addition, Mr. Kenneth Holland, the Chief Fire Officer, has been interviewed on the screen many times in connection with fire fighting and fire prevention.

In Bristol and the West of England, TWW like the other local communications media, has done many things in addition to its programme service and its local production of news, documentaries and entertainment. It has helped to sponsor major local activities whether they are sporting, agricultural, cultural or educational.

The Bath Festival has been presented for six years in association with TWW and the company has made both financial contributions and contributions by way of specialised services which have helped the Festival to achieve the standard of excellence for which it is now internationally known. The Bath and West Show has been well supported both with the sponsorship of events and the presentation of attractions for the public on the show-ground. The local theatre have benefited from this new patron as has the University where a Chair of playwriting has been endowed.

It is perfectly fitting that a television company should become something of a patron in the area it serves. Television itself is drawing all the time on an immense amount of material for its local programmes and by methods of patronage it is hoped that a contribution is being made to maintain and replenish the future vitality of these activities.

The third way in which an Independent Television Company contributes towards the region it serves is that in its local programmes it reflects much of the life and activity that goes on in the area and so increases the awareness people have of themselves, their neighbours, their city and their way of life. Through the modern magic of tele-communications it can also bring the world instantaneously right into the sitting-room of even the most remote country home.

Independent Television is a new young industry and has interesting developments in the future. In Bristol it is now firmly established and now that the Severn Bridge is nearing completion it will have an even stronger part to play in the future of the communities around the Severn Estuary.

RIGHT UP THE GLEN—WITHOUT A SILENCER

STN.O. JOHN BARNES (Fire Prevention Dept.)

The atmosphere was stuffy in the office. The sun was shining outside and the conversation went like this:

"Who fancies a week-end camping then?"

"With the families?"

"No fear!! . . ."

"Where shall it be, then?"

"The Quantocks" suggested Mick, who, incidentally, would build a house there if given half a chance!

"I know a pub with an adjoining camp site . . ." said a voice from the back.

Well, after a couple of further "meetings", much discussion, and A/42's to the wives (supplemented by completed A/18's) seven members met at the "Kings' Head" well before opening time on Saturday, 21st May. A glance at the "gear" which was carried in the three cars may have suggested a trip around the world! The convoy arrived at Holford Glen approximately eighty minutes later, and the only repair to be carried out was to the silencer of one of the better-class cars.

A quick change into shorts, sandals and the like and we were away to the hills for a quick look around. The first "incidents" occurred on return to camp when the "cook" was placing a pan of beans on the cooker. The pan slipped, and half the contents finished up on the grass. The dish proved, however, to have a pleasant flavour and was deliciously cooked!

After lunch, the P.T.I. took over and led a climb to the top of one of the hills. The view was truly magnificent. The climb was followed by what can only be described as a "circus act" which included hand stands, head stands, rope and tree climbing, the whole thing being rounded off with a game of volley ball. It was during this that one of the "nature group" sustained an incised wound to a toe. "Doctor" Denman was however soon on the scene armed with everything except perhaps an X-ray unit. The amount of bandage used would, I feel, have been more than sufficient for a chronic attack of gout. The injury was sustained, incidentally, whilst retrieving the ball from the wonderful stream that babbles its way through the Glen, although one person was heard to say the next morning "There's a — noise that — stream was making last night!"

When tea was cleared up, tracks were made for "The Plough", where the lady of the house had just returned from a wedding reception (perhaps a shade "under the weather!") but nevertheless only too willing to re-live her experiences of earlier days, and one can imagine how she was "egged on" by the younger members of the gathering. It was with reluctance that we left the friendly atmosphere of this 17th century Inn, but tents had to be pitched and the Clay-Cooper fight was due to be broadcast. With the result of the fight declared and the cocoa gone, there was a general air of activity whilst everyone prepared for sleep. As it turned out, the four married men slept in one tent, and the three bachelors in the other. "Doctor" Denman will never agree, for he swears that he never even closed his eyes until 4 a.m. and at 5 a.m. he spoke to the two "nut cases" who were up, dressed, and dashing water from the stream on to their faces.

One incident which marred the silence of the night was when one of the party misjudged the distance to the stream, and a quick glance by the now-awakened remainder of the party found John suitably dressed in undies, apparently washing his feet! No coherent reason was forthcoming for his early morning ablution and only the fairies of the glen would be able effectively to translate the language!

Rain slightly curtailed the proceedings during the Sunday morning but all the gory incidents of that "certain" Sunday newspaper were read with more than the usual relish! After lunch there was a general "muck-about" during which time Mick was nearly decapitated by a flying cricket bat. The site was then cleared and we returned to a more "down-to-earth" meal at home. Needless to say, we arrived quite safely, and adequately refreshed from our "monastic" weekend.

Editor's Note: Those taking part in this "expedition" were: Cliff Leek, John Barnes, "Mick" Adrain, John Mapstone, "Doctor" Denman, Bryan Young and Bob McInnes. On this basis, therefore, WHO TOOK THE ACCOMPANYING PHOTOGRAPH?





BANG-ON TARGET, WITH THE A.F.S. SOCIAL AND ATHLETIC CLUB

By kind permission of Major J. Onslow Carey, 915 Royal Corps of Transport, members of the A.F.S. Social Club were invited to a social evening and "shoot" on the rifle range at Speedwell T.A. Centre on Wednesday, 22nd June. The shoot being arranged as a match, members of the Social Club were paired against T.A. members, firing five rounds of "202" ammo, scores being taken at the end of each round.

Much ribaldry was passed at the capabilities of some of the "marksmen"—not always complimentary either!

It was, however, very pleasing at the end of the evening to note that although many of our members had never handled a rifle before, scoring was very close—A.F.S. 251 points; T.A. 244 points. The highest score of the evening was gained by our oldest member present, Auxiliary Fireman McMullen of Station No. 6 Speedwell, with 22 out of a possible 25 points.

Captain Alan G. Wisc, who was in command of the "shoot", gained our appreciation for the help he gave our members in getting "on target". Our members, who each had a most enjoyable evening, would like to say "Thank you" to the many R.A. personnel who rendered their services.

The photograph below shows A.D.O. R. D. Osborne and Auxiliary Fm. J. Brunyee taking aim.

TIME . . .

Miss C. ANGLE (Civilian Cook, Brigade Headquarters)

How often we hear the phrase "How the time flies!" or, "I do not seem to have enough time to do all that I want to. . . ."

I wonder why it is that, in spite of fewer working hours, we still are not able to do the same as our parents did—they worked longer hours, had larger families to see to, and yet were able to enjoy life in a fuller measure than this generation. With all that, there was a sense of greater happiness and contentment in the family as a whole; which is more than can be said of a good many homes today. It is because there are so many things crowding into our lives that we have no time to think about the things that really matter? Time, it seems, is being used solely to please the human part of our make up. But what about the spiritual side?

Time will pass away, but Eternity will be for ever. Are we, in a so-called Christian country, paying sufficient attention to this part of our need? The more the NATION as a whole departs from the truth of "God's word", the more ungodly it will become, and will one day wake up to the fact that sin and lawlessness will reap its reward. The saying "We reap what we sow" is still very true.

Although I do not know the author, I am enclosing the following poem, which will perhaps bring us to realize that TIME passes on:

TIME . . .

When, as a child I slept and wept
 When, as a youth, I laughed and talked
 When I became a full-grown man
 And older as I daily grew
 Soon, shall I find in travelling on,
 What then? Think while you are in TIME and not ETERNITY.
 The coming of the Lord draweth nigh—are you ready to meet Him?

TIME CREPT
 TIME WALKED
 TIME RAN
 TIME FLEW
 TIME GONE!

LONG SERVICE AND GOOD CONDUCT MEDALS

The following members of the Brigade have been awarded the Fire Brigade Long Service and Good Conduct Medal.

Stn.O. C. J. Wood (Stn. No. 5 Bedminster).
 Sub.O. A. G. Clark (Stn. No. 6 Speedwell).
 Sub.O. W. A. Trott (Stn. No. 4 Brislington).
 L.Fm. R. C. Haynes (Stn. No. 4 Brislington).
 L.Fm. R. Stanley (Stn. No. 3 Avonmouth).
 L.Fm. G. L. Staples (Stn. No. 6 Speedwell).
 Fm. W. J. "Nick" Carter (Stn. No. 2 Southmead).
 Fm. R. M. Casey (Stn. No. 3 Avonmouth).
 Fm. P. J. Cox (Stn. No. 1 Central).
 Fm. Frank Curtis (Stn. No. 4 Brislington).
 Fm. E. C. Flowers (Stn. No. 1 Central).
 Fm. L. W. Ford (Stn. No. 2 Southmead).
 Fm. H. J. Hardy (Stn. No. 1 Central).
 Fm. B. C. Lawson (Stn. No. 6 Speedwell).
 Fm. E. J. Levey (Stn. No. 2 Southmead).
 Fm. G. E. Lewis (Stn. No. 2 Southmead).
 Fm. E. G. Penny (Stn. No. 3 Avonmouth).
 Fm. A. E. Roper (Stn. No. 1 Central).

CIVIL DEFENCE LONG SERVICE MEDAL

Auxiliary Fireman T. A. O'Callaghan (Stn. No. 1 Central).



" MARSHALL.... WHAT'S THIS I HEAR ABOUT YOU 'AVING A
 PART-TIME JOB ? "