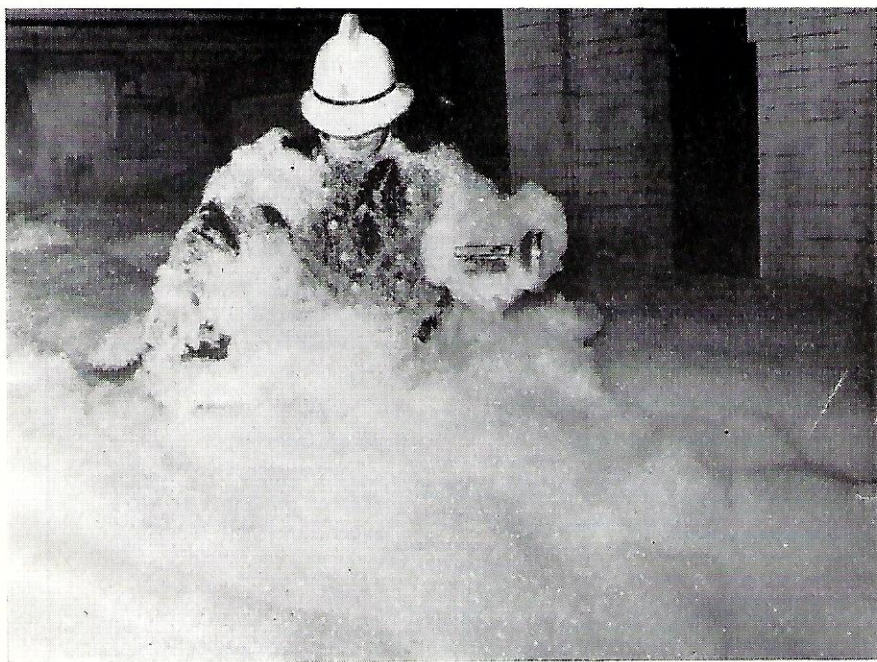




FIREFLASH

JANUARY, 1967

No. 11



1866
1966

Dr. Barnardo's

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M.H.C. 123

EDITORIAL

It is with some diffidence that I write my first editorial for "Fireflash". As a newcomer to the Brigade, I obviously cannot fill the gap left by Roy Gapper's departure, but working in Headquarters I can keep in touch with our scattered Stations in the course of my daily work and I am sure that A.D.O. Rapley and Mr. Hook as Assistant Editor and Secretary/Treasurer of the magazine will back me up and fill in the gaps in my knowledge of Brigade activities.

We held an interesting meeting of Station Representatives to discuss the new organisation and to make some plans for the future; we certainly want to hold "inquest meetings" after each issue to discuss how it has been received and to see what improvements are needed, and I would ask each reader to let me know if he has a bright idea for the magazine which could be safely used without fears of libel, copyright or other asserted legal proceedings.

On this score, it did strike me that whereas "Fireflash" was quite acceptable in some quarters, it certainly didn't seem to be a success in others judging from the lack of contributions and the lack of activity by some Station Representatives. We must have news from Stations otherwise the whole thing will become lop-sided and give the impression that Bristol Brigade only consists of those who contribute. As in many things, a lot of small contributions by many people are a surer foundation for success than large contributions from only a few, so I am looking forward to plenty of ideas and plenty of co-operation.

As a newcomer to the Brigade, I must say how different the feeling is to the other forms of public service in which I have been employed! I can say where I am employed without any fear of clever remarks about "Fountains playing from ten to four"; major policies are unlikely to be changed overnight—everyone wants an efficient Fire Service; and the clerical administrative worker who is so often seen as just a burden on the rates or the taxes somehow partakes of the esteem in which the public holds the uniformed firefighter.

One final note—compliments to me on the August issue are misdirected—Roy Gapper left us with the problem of a really good issue by which our efforts will be judged.

W. HODGES,
Editor.

LATE NEWS

As we go to press we learn that our Chief Officer, Kenneth L. Holland, M.B.E., M.I.Fire E., has been appointed Chief Fire Officer to the West Riding of Yorkshire County Council. This is obviously one of the biggest Fire Service jobs in the country and we understand that the West Riding is noted for its "progressive" attitude in many Service matters. West Riding Fire Service Headquarters are located near Bradford. In congratulating him on his success we would add the hope that both he and his wife and family will be able to look back on their years in Bristol with pleasure and satisfaction.

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OUR COVER PICTURE . . .

It may be the season for snowmen — but this is High Expansion foam. A demonstration was given at a disused factory in River Street, St. Paul's, and this is Station Officer Jack Roe at work.

RETIREMENTS

The following members of the Brigade have retired and we wish them a long and happy retirement with good health and the best of good luck :

Sub.O. G. H. Palfrey (Stn. No. 2 Southmead)
Fm. A. W. Haynes (Stn. No. 4 Brislington)
Fm. N. S. Britton (Stn. No. 1 Central)
Fm. I. C. Forsey (Stn. No. 5 Bedminster)
Fm. R. L. Lloyd (Stn. No. 1 Central)

PROMOTIONS

Fm. R. C. Bean to Act.L.Fm. (Junior Fireman Training School).
L.Fm. R. A. McInnes to Sub.O. (Fire Prevention).
Sub.O. T. H. Jackson to Act.Stn.O. (Stn. No. 1 Central).
L.Fm. B. G. Bowden to Act.Sub.O. (Stn. No. 4 Brislington).
L.Fm. F. C. Hooper to Act.Sub.O. (Stn. No. 3 Avonmouth).
L.Fm. R. A. Southard to Act.Sub.O. (Junior Fireman Training School).
L.Fm. J. Wright to Act.Sub.O. (Stn. No. 2 Southmead).
Fm. P. F. Addie to Act.L.Fm. (Stn. No. 1 Central).
Fm. R. P. Chidgey to Act.L.Fm. (Stn. No. 1 Central).
Fm. K. V. Rogers to Act.L.Fm. (Stn. No. 3 Avonmouth).

APPOINTMENTS

A welcome is extended to the new intake of Junior Firemen who are settling in well by all accounts, and to Fm. F. A. Adams (Stn. No. 3 Avonmouth) who comes to us from the Hertfordshire Brigade. At Headquarters Mr. F. Barr has joined Fire Prevention as a civilian clerk and Messrs. D. J. Forward and J. K. Frampton have also joined Fire Prevention as new Administrative Assistants, coming from the Housing Department and the City Valuer's Department respectively. In welcoming them we wonder if they will agree with what the Editor says about working for the Brigade as compared with other public departments!

MARRIAGES

Congratulations are due to several members of the Brigade who have married since we prepared the last list :

Fm. B. D. P. Chandler (Stn. No. 5 Bedminster).
L.Fm. B. P. Townley (Stn. No. 1 Central).
Fm. M. F. Mullany (Stn. No. 5 Bedminster).
Fm. M. P. Prewett (Stn. No. 3 Avonmouth).

LONG SERVICE AND GOOD CONDUCT MEDALS

Once again we have pleasure in reporting a list of long serving members of the Brigade who have been awarded the Fire Brigade Long Service and Good Conduct Medal :

Sub.O. E. G. Harris (Stn. No. 6 Speedwell).
Sub.O. E. R. Spencer (Fire Prevention).
Sub.O. D. E. Thompson (Stn. No. 1 Central).
L.Fm. F. W. Baker (Stn. No. 2 Southmead).
L.Fm. R. A. Wyatt (Stn. No. 1 Central).
Fm. S. J. Bailey (Stn. No. 1 Central).
Fm. J. G. Bigwood (Stn. No. 3 Avonmouth).
Fm. I. D. Brown (Stn. No. 4 Brislington).
Fm. J. C. Cecil (Stn. No. 1 Central).
Fm. D. S. Gale (Stn. No. 1 Central).
Fm. F. J. Griffin (Stn. No. 6 Speedwell).
Fm. L. D. Jackson (Stn. No. 3 Avonmouth).

IMPORTANT NOTICE

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THE 1966 INSPECTION OF THE BRIGADE

Once again Southmead Station was the location for the Annual Inspection by H.M. Inspector (A. V. Thomas, Esq., O.B.E., G.M., M.I.Fire E.) which took place on October 19th, 1966. The Lord Mayor of Bristol, Ald. Cyril Hebblethwaite, J.P., together with the Sheriff, Frank Ashley Esq., the Chairman of the Fire Brigade Committee, Cllr. R. R. Willmott, and the Chief Officer, accompanied H.M. Inspector.

The Lord Mayor spoke of Bristol's pride in its Brigade (his own long service in the National Fire Service and in the Auxiliary Fire Service made it particularly suitable for him to be present at this annual occasion during his year of office—Ed.), and H.M. Inspector congratulated the Brigade on the high standard of efficiency again shown to him. In replying, the Chairman thanked them for their kind remarks and referred to the spirit of comradeship shown through all ranks of the Brigade.

Four drills were put on after the Parade; first, the new intake of Junior Firemen showed what they could do in a squad and hydrant drill (a good display especially considering they had only been in the Brigade a matter of seven weeks); a crew from Stn. 6 Speedwell gave a demonstration of carrying down the wheeled escape; crews



H.M. Inspector and the Lord Mayor with Fireman P. Morgan on parade.

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from Bedminster and Southmead attended a "road collision" incident with a motor car and a large oil tray representing an oil tanker; the fourth drill showed crews from Station 1 Central with a fire in the drill tower and the rescue of an injured person from the roof of the tower by means of a lowering line and the "Paraguard" stretcher. Twenty Long Service and Good Conduct medals were presented.

Once again, the backroom boys had organised a first class event and our thanks are due to all who contributed, not forgetting our catering ladies and floral experts.

One of the exercises in connection with the Inspection took place at a disused factory in River Street, St. Paul's on October 18th, and necessitated the turn out of two Pumps, the Pump Escape and the Turntable Ladder from Station 1 Central and the Water Tender and Pump Escape from Station 6 Speedwell.

ANNUAL PUMP COMPETITIONS, 1966

A large number of friends and relatives turned up at the Avonmouth Station on the afternoon of Saturday, 10th September to witness the Brigade Annual Pump Competitions. As was so rightly said, a keen and healthy spirit of friendly rivalry in skill and speed, and in handling the tools of the trade can but contribute towards efficiency. The many families — no lost children — the music of the Brigade Band, light refreshments afterwards, all contributed to a pleasant afternoon — though it was a pity the weather wasn't brighter for the photographers.

Records were broken both in the Self Propelled Pump and Light Portable Pump Drill for the J. Y. Kirkup Trophy won by Station No. 2 Southmead (see below), and in the A.F.S. Pump Competition won by the "A" Team, Fireman T. Mead (Avonmouth) equalled his own record of 18 seconds in the one-man hydrant drill but suffered a two and a half second penalty. Hard luck Terry!

Results were :

One man Hydrant Drill, Fm. T. Mead (Avonmouth)	20·5 secs.
J. Y. Kirkup Trophy, Station 2 (Southmead)	33·2 secs.
A.F.S. Pump Competition, "A" Team	47·2 secs.
Major Pump Challenge Trophy, Station No. 5 (Bedminster)	50·8 secs.
A.F.S. Pump and Ladder Drill "A" Team	78·5 secs.
Volley Ball Championship, Station No. 6.	

(P.S.—Whatever happened to the Station 3 Volleyball enthusiasts?).

A note from Southmead on the Light Pump Competition :

Congratulations to the team entered by Blue Watch Station 2, on winning the Light Pump Drill at the annual Pump Competitions. The team, consisting of Leading Fireman Arthurs and Firemen MacDonald, Ward, D. Williams and Hook, showed what enthusiasm and training can do in an event like this. Many hours were devoted to working out each man's job in detail and then transferring the theory into practice, and the result was a very handsome winning time of 33·2 seconds, beating the nearest rivals by more than 2 seconds. Councillor R. R. Willmott, Chairman of the Fire Brigade Committee, in presenting the Cup, congratulated Leading Fireman Arthurs on the fine performance of his men. (E.L.)

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SPECIAL RATES FOR FIRE BRIGADE PERSONNEL

SUCCESS OF THE FIRST JUNIOR FIREMEN

Back in July another landmark was passed in the history of Bristol Fire Brigade, when their two years hard work culminated in the Passing Out Parade of the Brigade's first intake of Junior Firemen. The Parade took place at Station No. 6 Speedwell, and the Deputy Lord Mayor and the Sheriff inspected the Parade accompanied by the Chairman of the Fire Brigade Committee and the Chief Officer.

The guests included many members of the Brigade, friends and relatives of the Junior Firemen and the twelve youngsters who had just been selected to commence the second Junior Firemen's Course in the following month. The guests were given a series of demonstrations showing the high standards which the Junior Firemen had reached. The display included Squad Drill (without orders), Line Rescue, the use of Emergency Appliances and Equipment, and the spectacular drill simulating a road crash in which a car and an oil tank were ignited and then extinguished using hose reels and spray jets.

The Inter-Squad Proficiency Shield completed for throughout the whole two years course was awarded to "A" Squad, and the Junior Firemen were awarded individual certificates on their satisfactory completion of the period of apprenticeship. The evening was an outstanding success and all who were associated with the lads must have felt proud of their efforts. (R.H.)

P.S.—Remember the "before" and "after" kind of advertisements? Brigade humourists are saying that there must be a pretty powerful product used out at Bedminster seeing the new Junior Firemen beforehand and then seeing them again at the Annual Inspection after they had been in some time. Never mind lads . . . it will be worth it!



The Deputy Lord Mayor, Alderman T. H. Martin, M.B.E., J.P., together with the Chief Officer, presenting the Inter-Squad Proficiency Shield to Junior Fireman Paul Brown of "A" Squad.

FAREWELL . . .

Old sayings often ring true and the adage "its an ill wind that blows nobody any good" is a perfect example when one considers the service given by Roy Gapper to the Brigade. It may not be generally known that but for the destruction by enemy action of a tailor's shop in Park Street in 1941, this magazine may not have had such an enterprising and enthusiastic editor!

I have known Roy for almost twenty years and in the last few years of his service we have worked together at Brigade Headquarters. He has retired from the Brigade at the early age of forty five, having completed twenty five years service. He was educated at Air Balloon Hill School and at Cannings College, and worked at Higgins and Son Ltd. (Tailors) of Park Street, Bristol, until the premises were destroyed when he decided to put aside his scholastic qualifications and resort to fire fighting. He served as an Auxiliary Fireman from January 1941 and became a member of the Police Fire Brigade in June of that year. During his career in the Fire Service, Roy had much to do with fireboats, both during the war and in the post war years, at Avonmouth and at the Dartmouth base.

His last few years in the Service were spent at Brigade Headquarters where he undertook the task of compiling the Visipost Card Index System in Brigade Control (comprising 12,000 cards), and he later became completely engrossed in the reproduction of the Brigade Order Book. Both these tasks required a great deal of preparation, and to his credit he never flagged.

It would be remiss of me were I not to mention Mrs. Gapper at this time — on many occasions she has assisted at Brigade functions and has always been a source of unpaid labour in the production of Fireflash.

To Roy and Mrs. Gapper I extend the sincerest wishes of all the Brigade for a happy and peaceful retirement. (A.D.O. 15)

GLOUCESTERSHIRE FIRE BRIGADE DRIVING COMPETITION

A team from Bristol consisting of Sub Officer Gazard and Firemen Aston, Bloodworth, Pratten and Vardy from White Watch Speedwell Station, and Leading Fireman (now Sub Officer) McInnes of the Fire Prevention Section took part in the Gloucestershire Brigade Driving Competition at Morton in Marsh. Fireman Hacker supported the team and they were marshalled by Leading Fireman Marshall, the Brigade Driving Instructor.

SUB OFFICER LES GAZARD REPORTS . . .

We were made very welcome and were shown the competition course which was laid out on part of the track round the airfield; the hazards; had our licences examined, and our Highway Code knowledge tested by an oral examination conducted by the County Safety Officer and a Police Officer. The marking of the driving course was arranged to favour the safe driving man; a touch drew a large number of marks but a large clearance (i.e. an error on the safe side) earned a smaller number of bad marks.

We were allowed to select our appliances from a number of E.P. Commer Fire Tenders and Light Vans provided by the organising Brigade and we made quite a respectable effort for a first attempt with no spectacular failures as some of us had feared. The marking was good and we were only able to criticise our own mistakes! Tea and sandwiches were provided at the end. The competition certainly encourages one to master the Highway Code and to improve one's driving skill. We enjoyed the competition and thank Gloucestershire Fire Brigade for inviting us.

OBITUARY

We are very sorry to report the death of Harry Jackson, on 24th November 1966. Harry was a carpenter by trade and served in the Hampshire Regiment in the First World War, joining the Police Fire Brigade in 1926. He was injured in the raids on Bristol in 1940/41, his left arm being damaged. Subsequently, he was employed in the Carpenter's Shop, the N.F.S. Workshops and Brigade Control, retiring in 1951.

His colleagues remember him as a very cheerful, lively man to work with; and his work for the newsletter of the Association of former members of the Bristol Police Fire Brigade will be missed. He was very much associated with the training of dogs (particularly alsatians) and their judging in competitions. We send our sympathy to all the family in their loss.

SUPPLEMENT TO "FIREFLASH" NO.11

THE NEW CHIEF OFFICER

Since this issue was prepared the Fire Brigade Committee has met and it is now possible to announce that the new Chief Officer of Bristol Fire Brigade is Mr. F.C. Revelle, M.B.E., G.M., who has occupied the post of Deputy Chief Officer since 1951. He was selected from a short list of four out of twenty-nine applicants for the post. We would add our congratulations to Mr. Revelle on "reaching the top" and would wish him every success and satisfaction in his new role.

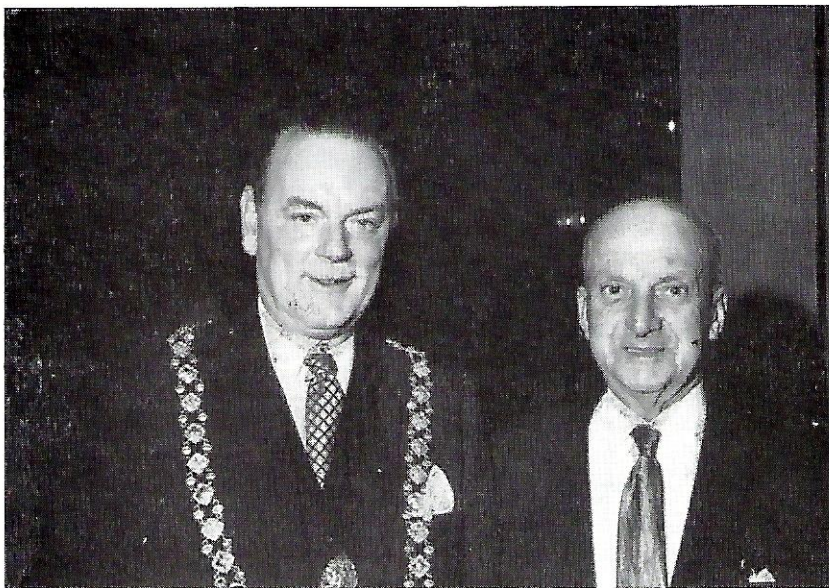
FIRST AID

The National First Aid Competition organised by the Chief Fire Officers' Association for Brigade teams was held this year at West Sussex Fire Brigade Headquarters, Chichester, on the 27th October. Following their success in the South West District Eliminating Finals at Poole, Bristol's team travelled in high hopes of repeating last year's success and their long hours of preparation and excellent team work were rewarded by emerging as winners. Leading Fireman John Hedges won the award for the best individual performance in the tests. Awards were presented by Professor H. C. Stewart, Principal Medical Officer of the St. John Ambulance Association.



<p>Sub Officer Peter Thorpe (Southmead)</p> <p>Leading Fireman John Hedges (Southmead)</p>	<p>Fireman Colin Williams (Southmead)</p> <p>Acting Leading Fireman Dick Bean (Junior Fireman Training School)</p>
<p>Station Officer Ivor Taylor (Speedwell)</p>	
<p>TROPHIES</p>	
<p>St. John the Baptiste Trophy (Fire Brigades National Competition)</p>	
<p>Mrs. Squire's Cup (Bristol)</p>	<p>Aquae Sulis Cup (Bath)</p>
<p>South Western Fire Brigades Shield</p>	

THE A.F.S. SOCIAL AND ATHLETIC CLUB FIRST ANNUAL DINNER
November 2nd, 1966



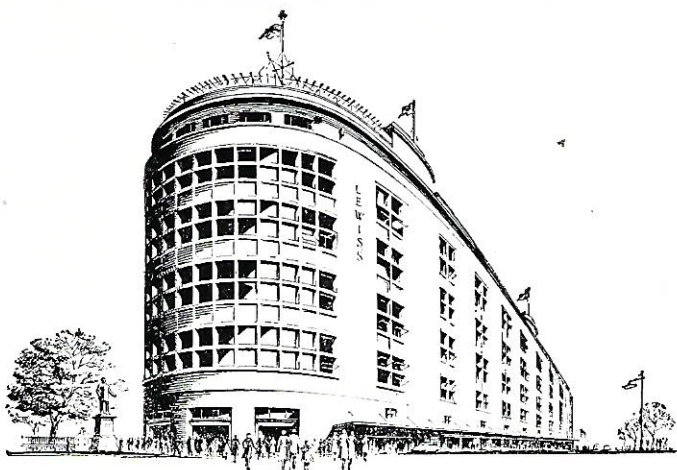
The Lord Mayor (Alderman Cyril Hebblethwaite J.P.) renews acquaintance with Mr. Fred Stallard. They both joined the A.F.S. in 1938 and served through the War and rejoined on the reconstitution of the A.F.S. in 1949. Mr. Stallard was a Column Officer in the N.F.S. and was a founder member of the Fire Service Old Comrades Association.



... a good time was had by all.

(Photos by Aux. Fm. R. Hares)

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AUXILIARY FIRE SERVICE DINNER AND DANCE

(Aux. Stn. Officer John Miles)

On Wednesday, November 2nd, the Social and Athletic Club of Bristol Auxiliary Fire Service held their first Dinner and Dance at Arno's Court Country Club. A number of distinguished guests had been invited including the Lord Mayor and the Lady Mayoress, and our President the Chief Officer and Mrs. Holland; and all the Committee hoped that although they had no previous experience their efforts would be crowned with success. I think it would be fair to say their greatest hopes were fulfilled.

Dinner was served at 7.30 p.m. It was a great pleasure to see at our "Top table" the other guests of the evening: Cllr. R. R. Willmott (Chairman of the Fire Brigade Committee) and Mrs. Willmott; the Deputy Chief Officer, Mr. F. C. Revelle (who is also our Vice President) and Mrs. Revelle; A.D.O. Tom Ware (Wiltshire's A.F.S. Training Officer) and Mrs. Ware; A.D.O. Ron Osborne and Mrs. Osborne, and Station Officer Tom Hale and Mrs. Hale (our own training officers). The evening was under the chairmanship of Aux. Station Officer John Miles, accompanied by Mrs. Miles.

The meal was extremely enjoyable, a good menu and efficient service combining to set the foundation for an evening's social pleasure. We were very grateful for the services of the Lord Mayor's Valet, Mr. Rossiter, who performed the duties of Toastmaster in a most dignified and able manner. The Toasts he announced, and the responses to them were both witty and sincere and much enjoyed by all. Aux. Fireman John Headlam was at his inimitable best in a highly entertaining Toast to "The City and County of Bristol", this was responded to in gracious terms by the Lord Mayor, who then proposed "The Club". Odr Treasurer, Norman Castle replied to this Toast excellently, albeit with some of the most excruciating puns on the names of persons present, but no doubt he will be forgiven in the fulness of time! Our President the Chief Officer, in proposing most eloquently the Toast of "Our Guests and Visitors" expressed our pleasure at their presence and Councillor Willmott responded generously, declaring pleasure at the invitation and the welcome received.

Then followed "Le Danse" and we could not have wished for better support and contribution to the party spirit than the music for dancing played by Harry Graham and his Band, who worked hard and well to achieve a "swinging time" and the large number of people who stayed to the very end was a measure of their popularity. A glittering array of raffle prizes, some of which were donated, was a further means of contributing in toto to what was kindly acknowledged to have been a very successful venture, and, in thanking our friends for supporting us, we look forward to the pleasure of their company next year.

TERRITORIAL ARMY VISIT

The hospitality shown to members of the A.F.S. when they visited the T.A. Centre at Speedwell was returned when a visit was laid on for members of the T.A. to come to Station No. 6 Speedwell in September. Station Officer Tom Hale took the visitors on a conducted tour of the Station, and a half hour demonstration was given by Station 6 personnel under A. D. O. Silman. Buffet refreshments were provided and a pleasant social evening enjoyed. Strange to relate, one of the visitors decided to transfer from the T.A. to the A.F.S.! . . . a compliment indeed!

A.F.S. HAPPENINGS

Auxiliary Fireman Roy Smith has been awarded the Civil Defence Long Service Medal and this was presented to him on the occasion of the Annual Inspection of the Bristol A.F.S. by H.M. Inspector A.V. Thomas, Esq., O.B.E., G.M., M.I.Fire E., at Speedwell Station on 17th October. Much of Roy's service has been as a dispatch rider. The first part of his qualifying service of fifteen years was gained before he came to the A.F.S. when he served in the Civil Defence team at Bristol Siddeley.

Auxiliary Fireman Percy Chidgey has had to tender his resignation from the A.F.S. Social and Athletic Club Committee; due to many private commitments he finds he is unable to devote the time and interest he would like to it. The Committee are sorry to see him go but wish him all the best in his many other activities . . . (and for anyone who thinks how little time is available to play an active part in things, here are a few of Percy's activities to go alongside his A.F.S. membership — which incidentally dates from 1938 — St. John's Ambulance, Committee Member Fire Service Old Comrades Association, Chairman Hospitals Branch Transport and General Workers Union, Delegate to Bristol Trades Council—Ed.)



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HERE AND THERE

Congratulations to Mrs. D. L. Nutt, the Cook at Station No. 4 Brislington on the occasion of her marriage. She is now Mrs. D. L. Flower. Unfortunately she is resigning her post but the lads send her their best wishes for the future. (R.H.)

With Norman "Curly" Britton's retirement the Brigade has lost one of its real craftsmen. "Curly" was a carpenter before he came into the Service and he used his skills in very many small and not so small jobs around and about. A very quiet man, it was a joy to see him at the work he loved. (G.M.)

Congratulations to Fireman "Dicky" Bean of the Southmead Station on his reaching Acting Leading Fireman rank and his transfer to the Junior Fireman Training School. Dicky joined the Brigade in 1962 and has always shown keen interest particularly in the First Aid field where he has been a member of the successful Brigade team for some years. (E.L.)

We understand that Leading Fireman Bill Treasure has been elected Chairman of the Board of Managers of the six schools in the Withywood area. In congratulating him let us hope he has fully recovered from his operation by the time this gets into print.

The N.F.S. Old Comrades Association held their Regional Rally at Bristol in September. The President of the Bristol Branch is of course the Chief Fire Officer and this year the Lord Mayor who was happy to attend the Rally was none other than one of the Branch's Vice Presidents, Alderman Cyril Hebblethwaite! A thoroughly enjoyable evening was had by all and the Association Committee can feel proud of the effort.

The Bristol and Bath Group of the Institute of Fire Engineers arranged their Annual Dance at the Speedwell Fire Station. Station Officer Andrews is Secretary of the Group and was congratulated on the arrangements made by the Chief Officer and Mrs. Holland.

Fireman Albert Jennings (Station No. 4 Brislington) has been putting his spare time to use in producing several useful objects — ashtrays, letter racks etc. — ornamented with the Brigade badge for presentation to distinguished guests of the Brigade. The Chief Officer has warmly thanked him for producing these very suitable mementoes.

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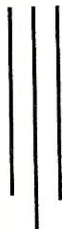
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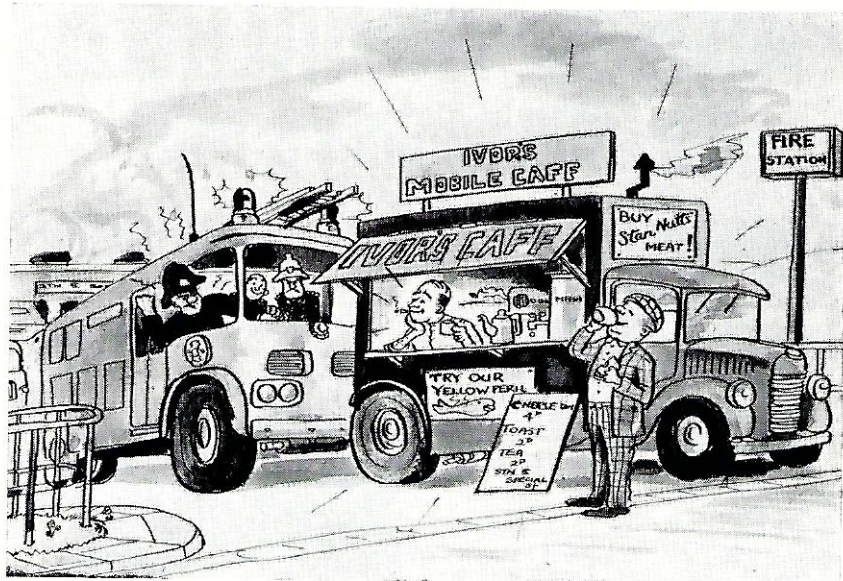
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Fireman Ivor Forsey (Station No. 5 Bedminster) will certainly be missed on his retirement. Not only was he a most satisfactory mess manager but he was of great assistance in connection with Station dances and football and cricket do's. Best wishes from Station 5. (N.P.)



The new Mess Manager at Station No. 5 will be facing competition it appears . . . (Ed.)

REBIRTH OF CRICKET

Fm. Ernie Lewton, Southmead

Many readers of the magazine will be pleased to know that Cricket — on a Brigade basis — has been reborn. Due almost entirely to the strenuous efforts of Station Officer "Monty" Britton of Station No. 5 Bedminster, six matches were played during the latter end of the summer under the joint captaincy of Leading Fireman George Bale and myself (in confidence we were press ganged into the job).

The majority of the games were of a fixed number of overs (evening games) but two afternoon games against our old rivals from the Somerset County Fire Brigade were played, one at Taunton and one at home. Bristol lost, very decisively on both occasions, but everybody thoroughly enjoyed themselves as a very friendly atmosphere prevails between the Brigades. I should take the opportunity of thanking members and civilian staff at the Bedminster Station for the hard work they put in preparing the food for the home game, also for the assistance in serving the meal given by Firewoman Joyce Tremlett of Brigade Control. By the time this will be in print the cricket season (1967) will only be around the corner, so all you budding cricketers "get your fingers out" and let your Station sports representative have your name for consideration for the coming season. The "old 'uns" will soon be retiring and the "young 'uns" have got to carry on.

BRIGADE RUGBY TEAM

Gloucestershire Fire Brigade Team completely turned the tables on Bristol's team when they came to Bristol in September after our success last season. The score was 30 points to nil. A return fixture had been arranged but this had to be cancelled owing to the possible demands of the Aberfan disaster, so the chance of recovering our position is put off to another day. Arrangements have however been put in hand to meet Staffordshire Fire Brigade this season.

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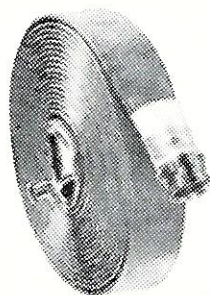
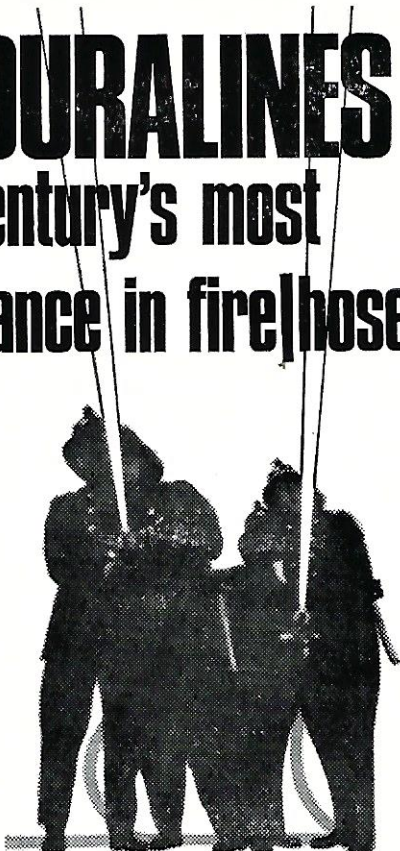
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BRIGADE FOOTBALL

Monty Britton

In July 1966 it was decided to form a South West Fire Brigades' Football League on a regional basis in view of the large area covered. The regions were formed as follows:

<i>Region A</i>	<i>Region B</i>	<i>Region C</i>
Bristol	Plymouth	Somerset
Bath	South Devon	North Devon
Gloucestershire	East Devon	Exeter
Newport	Cornwall	Dorset

and will play on a "Home" and "Away" basis. The three league leaders and the best runner up (to be decided by the management committee) will play each other on a semi-final and final knock out until a South West champion side is achieved.

The Brigade Team have done well so far in the League. The first fixture was against Bath City Fire Brigade at "Courage's" ground West Town Lane, and Bristol won by eleven goals to two. Scorers for the Bristol team were Ian Clark (Stn. 6) four, Paul Brown (Stn. 1) two, John Hedges (Stn. 2) two, Melvyn Rogers (Stn. 4) one and Dave Jenkins (Stn. 3) one (who scored a very good goal for Bath but made up for this with his goal for the Brigade team from Left Back!).

Playing against Newport Fire Brigade on Lovell's Athletic ground in October, Bristol won by two goals to one, scorers being Ian Clark and Paul Brown. The November game was versus Gloucestershire Fire Service at Courage's ground and Bristol won by five goals to two, scorers being Ian Clark (two), Paul Brown (two), and George Harris of Stn. 4. With this 100% record the league table reads:

	<i>P</i>	<i>W</i>	<i>L</i>	<i>D</i>	<i>For</i>	<i>Against</i>	<i>Points</i>
Bristol	3	3	0	0	18	5	6
Newport	2	1	1	0	4	4	2
Gloucestershire ...	3	0	2	1	7	11	1
Bath	2	0	1	1	5	14	1

In the Wednesday League the team are near the halfway mark in the League table. Two of the team were selected to play for the representative side versus the Bristol Suburban League in October; these were Colin Williams (Stn. 2) and Paul Brown (Stn. 1).

Things seem to be moving towards a Fire Service Football international competition. The Chief Officers' Conference at Southport in the autumn gave an opportunity of discussing the venture and steps are being taken. In the first instance the four "home countries" would be involved, but who knows...?

SPOTLIGHT ON LOCAL INDUSTRY—3

THE CONCORDE SUPERSONIC AIRLINER

Roy Gapper, ex-Headquarters

At the extreme North Eastern point of the Fire Attendance Area of Bristol Fire Brigade is located the scene of operations of the development, design and production of one of the most complex passenger aircraft for supersonic, "trans-sonic" or sub-sonic ranges of speed. Having recently retired from the Brigade and having been fortunate in obtaining an administrative appointment with the British Aircraft Corporation, Filton Division (thus falling directly into the Concorde world) I think readers would be interested in a few facts and figures relating to this new wonder of the skies, the prototype of which should be airborne in 1968.

The main attraction of air travel is, always has been, and no doubt always will be, speed. In the past an increase in cruising speed has meant increased passenger travel, and because more miles are flown in a given time increased productivity potential for the aircraft involved. The history of civil aviation is, in essence, the story of a continuous and accelerating rate of increase in airliner cruise speeds.

The general case for the Concorde supersonic airliner is therefore based on the conviction that the historic trend towards continuing reductions in journey times will go on, provided that such increased speed can be achieved without prejudicing aircraft safety, passenger comfort and operational economics. This all important proviso will, in the final analysis, dictate the subsequent tempo of development.

A study of air transport development shows that progress with military and civil types of aircraft has followed roughly parallel curves, with new civil transports coming into service eight or ten years later than comparable military types. The Concorde, due to enter full service in the early 1970's will more than preserve this

time relationship — it is on the classic curve of progress. It is sometimes argued that the overwhelming degree of manpower and resources being devoted to the Concorde project would perhaps be better employed on a very large but very slow type of airliner which would offer the possibility of substantially reducing operating costs and of lowering fares. The implication is that the two types of aircraft are mutually exclusive. This however is incorrect. If a market exists for an airliner, whether it be subsonic or supersonic, then it will be built. When traffic growth trends and other evidence indicate that the time is ripe for the "air bus" then it will be produced. In the meantime it is evident from the airline orders already received that there is a market for Concorde, as it will, in a rational timescale directly related to development, provide a really substantial improvement in performance over present large jet-liners within the subsonic range, but at comparable operating costs.

Fundamental design decisions relating to aircraft configuration, choice of operating speed, materials and manufacturing methods, and to propulsion have made this advance practicable. Basically the production of Concorde falls within the sphere of no less than four of the major European aircraft organisations, namely The British Aircraft Corporation; Sud Aviation of Toulouse; Bristol Siddeley Engines and S.N.E.C.M.A. (Societe Nationale d'Etude et de Construction de Moteurs d'Aviation). Two British research aircraft are currently engaged on flight research for the Concorde, namely the HP.115 and the BAC.221. The former is a small aircraft designed to investigate the low speed handling and control characteristics of the slender delta wing type. The latter is virtually a complete rebuild of the Fairey Delta 2, and has been fitted at Filton with slender delta wings for research into the handling and aerodynamic characteristics at subsonic, "trans-sonic" and supersonic speeds. In addition to this a Vulcan has recently been undergoing flight tests with a Bristol Siddeley/S.N.E.C.M.A. Olympus 593 turbojet engine underslung in addition to its own four engines, the power of the Olympus 593 being equivalent to approximately $\frac{1}{4}$ of the Vulcan's own power potential. Concorde will have four such engines underslung in pairs to transport her 138 passengers across the skies of the World.

Supersonic travel brings the hazard of what is known as Kinetic heating, with the additional risk of thermal stress during acceleration to and deceleration from supersonic speed. Nevertheless the primary structure of Concorde is designed for a service life comparable with that of subsonic jets, the principal structural material being the British Aluminium RR58, or its French equivalent AU2GN. Only localised use is made of steel or titanium alloys. An interesting point regarding cosmic ray intensity both solar and galactic (which originates outside the solar system), is that by virtue of its speed, Concorde passengers will not be subjected to such hazards for the duration of time other slower aircraft take for a given journey at high altitude. The risk of exposure will be more than offset by the reduction in travel time in other words.

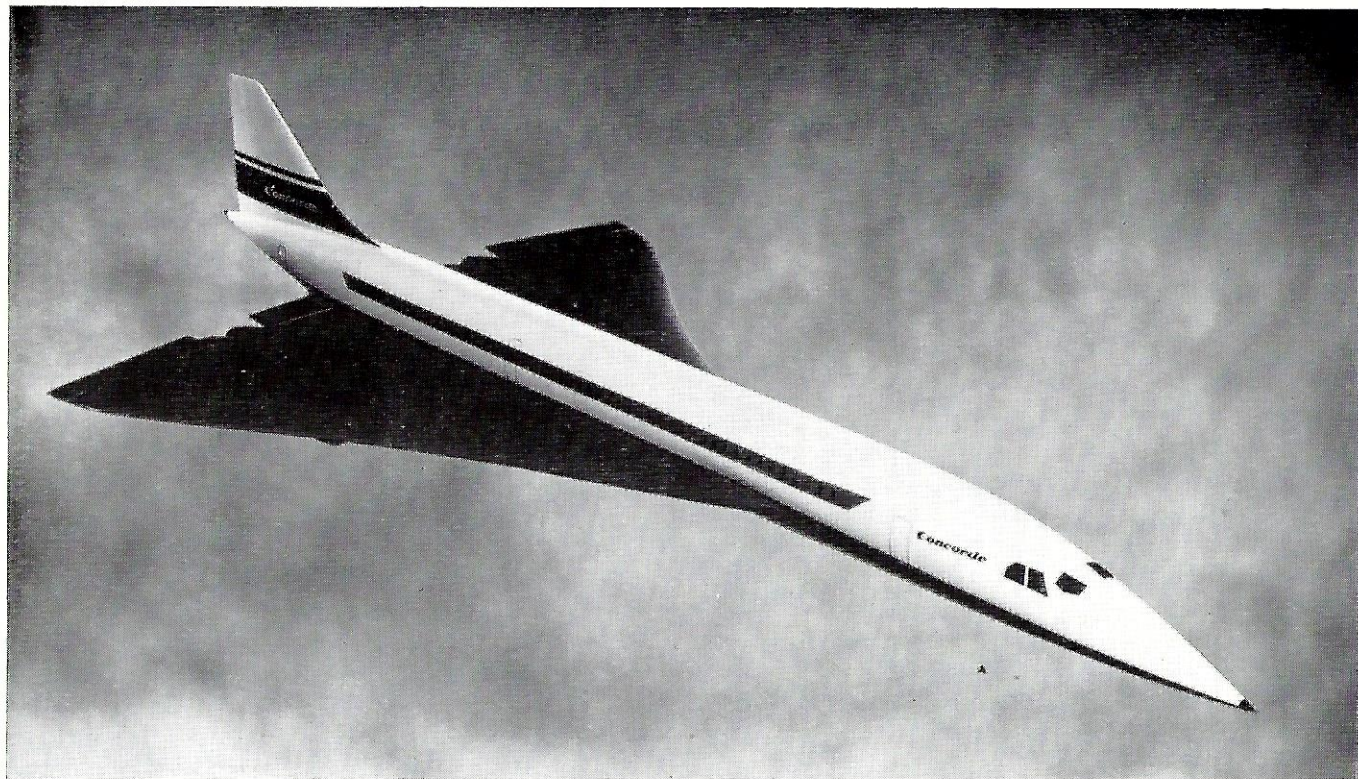
Concorde is the largest and most challenging project in the history of civil aviation. Cruising at 1,450 miles per hour it will cut existing flight times on long distance routes by more than half — the greatest speed advance made in passenger transport, and not the least important aspect of the project is the pattern it is setting for close and fruitful international industrial collaboration.

For the technically minded, the following tables are set out, in order to give an appreciation of the potential of the aircraft, together with weights, dimensions, etc. :

<i>Destination</i>	<i>Statute Miles</i>	<i>Subsonic aircraft</i>	<i>Concorde</i>
London—New York	3,580	7 hrs. 35 mins.	3 hrs. 17 mins.
Paris—New York	3,770	8 hrs. 0 mins.	3 hrs. 25 mins.
London—Beirut— Bombay—Madras— Singapore—Sydney	11,490	23 hrs. 0 mins.	11 hrs. 20 mins.

Main Dimensions and Weight of Prototype Concorde

Length overall ...	...	184 ft. 6 ins.
Wingspan ...	...	83 ft. 10 ins.
Height (top of fin) ...	...	38 ft. 0 ins.
Engines ...	...	35,000 lb. Thrust (each)
Maximum take off weight ...	...	326,000 lbs.
Zero fuel weight ...	...	165,000 lbs.
Maximum landing weight ...	...	200,000 lbs.
Maximum payload ...	...	26,000 lbs.



(Photo by courtesy of British Aircraft Corporation Publicity Dept.)

DISCOVERING ILLYRIA — THE LAND OF EAGLES

Fm. "Doc" Wheatley (Brigade Control)

We flew by Britannia from Gatwick to Dubrovnik in Yugoslavia, leaving at 22.15 and touching down at 01.30 after a smooth flight. After a brief encounter with the Customs we were taken on by coach to Herac Novi for a short rest before proceeding to Albania — the ancient Illyria. We expected to be very tired after the journey but were awakened at 07.30 to glorious sunshine and warmth that we had been looking forward to ever since last year; so, up to see the surroundings after a swift breakfast of rolls and butter. A saunter along the coast road showed us citrus fruits, passion fruit, palms and pomegranates all growing by the roadside and on the other side the sea which is so blue it could almost be used as ink! Passing us were many people — some on very small donkeys, heavily laden with all kinds of fruit for the local markets. It was very amusing to see people shaving under olive trees in their front gardens. A large Orthopaedic Physiotherapy centre was right on the front and a number of patients were exercising in the courtyard and I rather felt I would like to continue my own treatment there.

So we boarded the coach for what was to be the most enjoyable part of our journey — along the Adriatic Highway (700 miles of coast road built in 2½ years — hairpin bends plus — what a road!). The weather was fine and warm and the coach was comfortable and on we went past Budva, Montenegro, and Sveti Stefan, the fishing village off the coast that is so filled with Americans that it's considered to be another star on the Union Flag. On to Lake Scutari, Yugoslavia's largest lake, with fishermen's villages with the houses built all on top of one another — leastways that's how it looked even though we hadn't had any slivovice yet (which is worth about 40 miles to the egg cup). So on through more mountain passes and beautiful scenery to a river half a mile wide with an unpronounceable name. As the detour round is 200 kilometres our coach and 8 cars were taken across by a large catamaran. At about 12.30 we neared the border and the courier explained that we were travelling on a collective passport — and the pictures on an accompanying broadsheet looked like a page from a rogue's gallery. The road grew worse and we were told about the bad relations between Yugoslavia and Albania. We reached the border for the usual ceremonial and at last we were in the land of the eagles — with an egret at the lakeside.

The journey to our first real meal in a town called Staroda (?) was beyond my wildest imagination. Think of my drive at home — it was far worse; Cheddar Gorge up the sides and not down the bottom would be a fair comparison. On through rocks towering 1,000 feet on either side, scrubland with pomegranate, locust and wild citrus and our first sign of communism: great letters on the mountain side spelling out LENIN — MARX — STALIN — ENVER HOXHA! The appalling road went on for over 25 miles and we were very grateful to eventually approach the town, passing many bullock carts laden with produce, men riding donkeys side-saddle and women walking behind (and their rightful place too!).

After ten hours of coach travel we arrived in the dark at the hotel where we were to spend a week, but we were too tired to go down to dinner and too tired to notice that the mosquito doors were not quite secure — so we had a bad night dodging SKEETERS and descended to breakfast badly bitten.

The hotel was apparently built by the Russians as their embassy, and the fittings and service were superb. Food was good and sufficient but there was no choice. The beach was fifteen yards from the dining room; a beach about five miles long with sand so fine it could be used in hour glasses; gently shelving with swimming safe for two year olds; a vast expanse of beach with frequently only half a dozen people on it; a sea gloriously warm for swimming as early as six in the morning.

A coach trip to the capital city of Tirana was arranged where we actually saw a tarmac road — a road as long as The Mall and twice as wide but with only one lorry and one car to be seen. Tirana appeared to be a beautiful city with much to interest the tourist, but we were not permitted to meander around on our own, and we were not allowed to take photographs of anything that appeared to them to be derogatory to their State and of course these were the very things that looked picturesque. Miles of land were under cultivation with crops of cotton, tobacco, sweet corn, grapes, oranges, olives, pomegranates, and potatoes (giving two crops in the year).

The people seemed very charming and anxious to please but of course their English was the same as my Albanian. Over 80% wore national costume but it will not be long before Western dress becomes common and yet another country becomes

commercialised. Souvenirs were non-existent apart from silver filigree work and carpets — very attractive but far too expensive. The week went all too swiftly and our second week back at Dubrovnik is another story.

P.S.—We saw our last swallows of the year at Chew Magna the first week in September, but we caught up with them in Yugoslavia the first week in October.

ADVANCE NOTICE . . . OF A CAR RALLY

It is proposed to organise a family car rally cum treasure hunt in the Spring. One or two people are putting their heads together and discussing how the former Fire-flash Rallies were held. So (with luck) we shall have further details and entrance forms for you in the next issue.

“PUFFER” PALFREY RETIRES

Another ‘old hand’ Sub Officer George Palfrey retired on pension from the Brigade on the 6th November last. At a social gathering held at the Star, Ashton Gate, nearly 60 people — serving and retired members of the Brigade — turned out to say ‘Farewell’ to George, and a very convivial evening ensued. He was presented with an electric clock, and in his reply, besides thanking everyone who had contributed, George said he had always enjoyed his service and had always tried to act fairly. Maybe George knew a thing or two regarding retirement at this time as it is quite likely that Station No. 2 Southmead will be coming into a smokeless zone in the near future. ‘Nuff said !!!

(E.L.)

CAVE RESCUE

(Fm. R. Lewis, Southmead)

The Mendip Rescue organisation arranged a rescue practice at Swildon’s Hole, Priddy in September, to educate members of a club regularly caving in Mendip in the technique of rescuing an injured or otherwise incapacitated person from a cave. Swildon’s Hole is the most popular cave for exploration on Mendip (and consequently the one in which most accidents take place).

The usual rescue in Swildon’s Hole is of some individual suffering from exposure or exhaustion, apart from the rescue of persons trapped by flooding (Swildon’s is a wet cave). One or two call outs have come from light failure or injury but these are infrequent. Bearing this in mind the Rescue Organisation have only provided a canvas carrying sheet for the transport of injured persons, and not a Neil-Robertson stretcher as they believe that a Neil-Robertson would be too unwieldy and heavy in the constricted Upper Series and entrance of Swildon’s. In the event of a casualty suffering from spinal injuries, the Secretary of the M.R.O. (who is also a well-known Bristol pathologist) considers that the carrying sheet would be adequate if the patient were transported face downwards, this position tending to compress rather than stretch the spinal column and thus aggravating to a lesser degree any injury sustained.

A Neil-Robertson would of course afford much greater protection to the casualty when being carried than the sheet, which merely consists of strong canvas roughly 6 ft. by 2 ft. 6 ins. laced up round the injured person in the form of a cocoon, but this is considered unnecessary in the majority of cases. Should a stretcher be required the local Police or Fire Brigade (at Wells) would be contacted. In the case of hauling a person up a “ladder pitch” the carrying sheet is normally excellent, although on a high or spacious climb, where there might be a tendency to swing violently against the walls a more protective item of equipment would be desirable.

On the practice in question, the hauling methods employed (in the chosen pot of 35 ft. depth) worked very well. Hauling is invariably manual except in the case of a long lift directly to the surface when winching is occasionally preferable. Manoeuvring the casualty through the Upper Series was far more tiring and difficult owing to the small size of the passages. The technique used consists of cushioning or otherwise shielding the patient from projecting rocks, stalactites etc. and of keeping him out of any pools in the way — this is generally managed by lying down in the pool and having the loaded sheet passed over one’s body by the remainder of the party. Ideally the passage should be filled with a large number of rescuers to pass the casualty from hand to hand, but this is not often practicable. It is usually necessary to stop at a convenient point while persons at the back are able to get past and go ahead to receive the sheet in turn.



(Photo by Fm. Tooth)

Saturday November 5th was a proud day for Fireman "Taff" Burrell (C.O.'s driver), for Sally, his eldest daughter, married Mr. Arnold James Strong of Weston-super-Mare at St. Mary Redcliffe Church.

The bride who was given away by her father, was wearing a lovely semi-fitting gown and train of fine white lace and an orange blossom coronet held her long white veil in place. She carried a hand shower of tawny gold roses, freesia and lily of the valley. Her five attendants were her sisters Jane and Anne, and friends Diane Chadwick, Julie Thyer and little Debbie Greenwood, all wearing emerald slipper satin ankle length gowns with matching hair bands and carrying posies of gold roses, chrysanthus and freesia.

Taff's wife Dorothy, looked very charming in a green and brown figured courtelle suit with a mink stole and tan accessories. The Best Man was Mr. Martin Quane, a friend of the groom, also of Weston-super-Mare.

Among the guests were Mrs. Kirkup (widow of the former Chief Officer) and Miss Mann of Brigade Headquarters. After a reception at Jenning's Hall, Ashton, the Bride and Groom left for a honeymoon in London. ("Trem.")

BAND NEWS

The Band of the Bristol Fire Brigade continues to flourish and as far as can be anticipated, it would seem that the number of engagements undertaken will exceed the record number established in 1965/66 by the end of the year. Among the more notable successes were the Band's performances at the B.F.S.A. Annual Church Service and Parade at Sand Bay and the Oxfam Service at Tickenham, both events taking place in September, and their participation in the Bristol Rotary Club Concert for Old People at the Colston Hall, where the whole cast played to a packed house. The Band continues to fulfil its Service commitments, namely the Brigade Pump Competitions and the Annual Inspection of the A.F.S. whilst a full programme of local performances for both hospitals and O.A.P. organisations is adhered to. Members of the Brigade and A.F.S. are reminded that Band membership is open to all and that rehearsals are held on Monday nights at Bedminster Fire Station. Vacancies exist for several instrumentalists and any member or ex-member interested in joining should contact Mr. Hook at Brigade Headquarters. (B.G.H.)

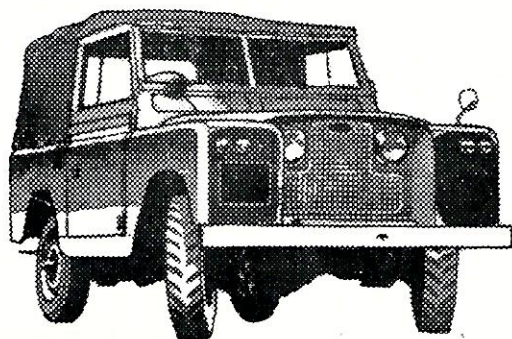
The students of Bristol University have recently formed a Volley Ball Club and arrangements are being made to entertain teams at our Stations with return fixtures at the Victoria Rooms Gym. Our Social and Welfare Association will be glad to help in getting their Club off the ground.

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