



FIREFLASH

SPRING, 1963



" F I R E F L A S H "

Spring Edition 1963.

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" FIREFLASH " COMMITTEE

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Kenneth L. Holland, Esq.,
M.B.E., M.I.Fire.E.

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Brigade Headquarters Fire Control.

EDITOR : Fm. Roy H. Gapper,
Fire Brigade Headquarters.

SECRETARY / TREASURER : Mr. Barry G. Hook,
Fire Brigade Headquarters.

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BRISLINGTON : Fm.G. Sleight.
BEDMINSTER : Fm.Den Lucas.
SPEEDWELL : Fm. G. Harris.

AUXILIARY FIRE SERVICE : Sub Officer A.J. Walder.

FIRE SERVICES' NATIONAL BENEVOLENT FUND :
Mr. G.W. Bennett.

BRIGADE SOCIAL & WELFARE ASSOCIATION :
Station Officer C. Leek.

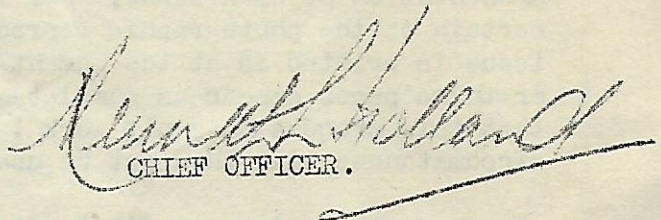
FOREWORD

It gives me great pleasure to be associated with the introduction of the first issue of a Magazine for our Brigade.

When the idea of a Newsletter or Magazine was first suggested as a means of providing an interesting and palatable avenue of communication between all members and sections of the Brigade, I realised that this would involve a great deal of work, not only initially, but on a continuing basis if the project were to be successful and worthy of the name of the Bristol Fire Brigade. It has been very gratifying to me, therefore, to find that there has been such a ready response to the venture, both as to promise of "copy" and financial support by way of advertisers.

Fireman R. Gapper has flung himself wholeheartedly into the job of Editor, and I hope that he will continue to have the support of everyone, which I know will be sufficient reward to him for his own unstinting efforts.

Remember that this is your Magazine which I hope, will live up to its very apt title of "FIREFLASH" by being a live, interesting, and topical publication.


CHIEF OFFICER.

EDITORIAL

quite an appreciable time has elapsed since I was initially asked to accept the Editorship of the "Fireflash", and, during this time, on the occasions when I have visited Stations, I have frequently been asked by members when they might expect to see the first issue.

This at least presented an indication that great interest was in the air in relation to the Magazine, but at the same time particularly in the earlier days, no undue tangible evidence was forthcoming in the form of actual "copy" material for inclusion within the publication.

As time progressed however, the material did commence to flow, but never to any really high proportion when the total potential of nearly four hundred members, inclusive of our friends in the Auxiliary Fire Service was taken into account.

By way of illustration, the total content of this particular issue, contains matter subscribed by only TEN members of the Brigade, thus in actual fact, only one in forty has contributed.

Despite this however, the content is by no means meagre, and I am hoping that the initial issue may tend to precipitate and stimulate deeper interest which will in turn no doubt enhance subsequent issues.

As with all prototypes, there will be many lessons to be learned, and it is hoped to improve greatly the method of presentation of each issue. For instance, the medium by which certain of the photographic reproductions contained in this issue is printed is at the moment an unknown quantity. If two or three pages appear as complete blanks, we shall have learned that this process does not work ! such medium under those circumstances will then not be used for future issues !!

Here then, is your first edition of YOUR magazine, and I most sincerely trust it meets with approval


EDITOR

S P O T L I G H T

THE AUXILIARY FIRE SERVICE.

(A.J. Walder)

The Annual Auxiliary Fire Service Social Evening was held at the New Passage Hotel on Friday 15th February last.

Despite atrocious weather conditions, the event was very well attended, the Chief Officer, and the Deputy Chief Officer with their ladies were very welcome guests.

A polished Cabaret act was presented by Jack Headlam and Ivor Taylor. Bill Lloyd provided an impromptu accompaniment to the robust singing of the assembled company.

The end of National Service has brought appreciable changes within the membership of the Auxiliary Fire Service.

The gaps caused by the progressive retirement of the 1938 veterans are being filled by new members who are extremely eager to show their mettle. This new membership structure provides an excellent balance..... a balance which augers well for the future of the Service.

EXERCISE " FOUR SHIRES "

The above Exercise which was held during the week end of March 9/10th last at Moreton in Marsh was attended by Whole and Part Time members of the Brigade.

The Social activities (which are an integral part of Emergency Firefighting Exercises !) provide an excellent opportunity for members to meet their colleagues from other Brigades within the Region.

ROUNDABOUT

STATION NO.1 CENTRAL.

(Edwin Harris)

The following extract from the "Free Platform" of a Manchester newspaper is printed herewith as a matter of interest.....

" 'CHILLY FIRE' "

After seeing the photograph of a Rochdale Fireman covered in ice after a fire, may I offer the following (sung to the tune of 'After the Ball is Over')

After the Fire is over,
Oh, what a pretty sight,
Icicles hung from his helmet,
It doesn't seem to be right,
Water in hosepipes is frozen,
But he'll not admit defeat,
While the dry-coated policeman,
Is pounding his higher-paid Beat.

- An Admirer,
MANCHESTER. 14. "

NEW
HOSEREEL
TENDER

--
CENTRAL
STATION



ROUNDABOUT

STATION NO.2 SOUTHHEAD.

(Ernie Lewton).

Whilst out walking recently, I found myself in the Somersetshire resort of Pill. Wandering down to the Harbour, I was very interested in people working on their small craft used for the purposes of pleasure cruising.

My interest turned to a particular craft bearing the name of "Polly". The owner, a tall, blue-eyed and now rather greying gentleman welcomed me aboard. I knew him anyway, as will no doubt many of my readers. "Togger" informed me that "Polly" is what is known as a Gaff Cutter, is 27 feet in length, 8 ft. 3 ins. Beam, and has a draft of 4 feet. Built in Ilfracombe, North Devon, 70 or more years ago, she has Larch Planking on English Oak timbers, is fully rigged, and carries approximately 400 square ft. of sail. Accommodation is very adequate, the forecabin has two folding Sleeping Cots, and the Saloon two fixed berths with extremely comfortable mattresses. The berths are utilised as seats when not used for sleeping purposes, and have lockers strategically dispositioned underneath for the stowage of bedding and spare gear.

The Galley, with crockery neatly thrown into racks, and Chart Table, are to Starboard of the Wheelhouse, and the engine is to Port. This is an eight horse-power Stewart-Turner petrol unit, and is fitted beneath a watertight cockpit. Around the cockpit are fuel and fresh water tanks, with ropes, and spare gear arranged in seat lockers. Further stowage space is to be found immediately aft, in the Counter Stern.

"Togger" went on to tell me more about "Polly"..... Originally she had a large open Well where the saloon is now, and was used for many years for Trawling in and around Barnstaple Bay. During the summer months, parties of holidaymakers from the North Devon resort of Ilfracombe were taken on short cruises under sail, as the engine had not then been fitted.

"Polly" is well known for her shape, as it closely resembles that of the early Bristol Channel Pilot Cutters, being rather full in the entry, and making her most beam in way of the mast, tapering aft to a slim Counter Stern.

This form is known as a " Cod's Head, and Mackerel Tail, "

and a line drawing of "Polly" has appeared in one of the well known Sailing Journals. "Togger" was justly proud to inform me that another cruising enthusiast in Norway had written asking for permission to build a replica of "Polly"... Needless to say, permission was readily given.

The cutter is a very sweet running craft, easy on the helm, even in strong winds when under appreciable press of sail, but in the short seas of the upper Bristol Channel, the fully buoyant bow rides over a wave instead of slicing through it with the result that pitch is rather heavy. However, in the longer seas west of Lynmouth, she really comes into her own, riding the long swells with easy swinging gait.

"Togger" normally completes about a thousand miles or so (nautical miles of course) each cruising season, and has visited local ports both large and small, extending as far north as Milford Haven, and Padstow to the South. The fastest trips of "Polly" with her present owner have been 22 hours from Milford Haven to Barry (87 miles) and 10 hours from Ilfracombe to Bristol (61 miles) - both distances made good. Some years ago during an October, with strong head winds, Ilfracombe to Bristol took 34 hours. "Togger" sailed it out, Watch and Watch, with a companion, and towards the end, through cold and fatigue, they could only stand an hour each at the helm. Finally, "Polly" made Portishead Hole, and was anchored, just as the ebb tide was commencing to run strongly in the Avon River. The two men cooked their first good meal - cooking on any scale had until then proved to be impossible - and the Skipper took his first mouthful and thought how good hot food was. The next thing he knew was some time, very much later, when, slumped across the table his head was blissfully resting in a plate of congealed bacon and egg. "Togger" says that the worst time he has experienced with "Polly" was when he had been forced by a rising South Westerly gale, across part of the St. Goyen Shoals, whilst en route from Saundersfoot to Dale, during last Summer. These Shoals off the Pembrokeshire Coast are particularly dangerous when, as then, the strong Spring Ebb tide is opposed by seas running in from the open Atlantic.

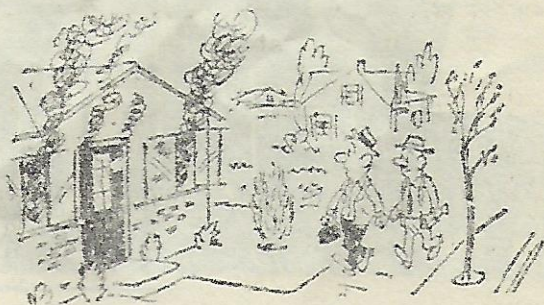
Repeatedly, "Polly" fell off bodily into troughs, burying her bows into the sides of advancing combers, solid water coming aft continuously, and smashing against the upturned dinghy lashed to the deck. All bad experiences have to end however, and the chosen anchorage was reached safely.

At this point I said "Cheerio" to "Togger", and thanked him for a very interesting talk, leaving him to carry on with the preparation of "Polly" for the forthcoming Sailing Season.

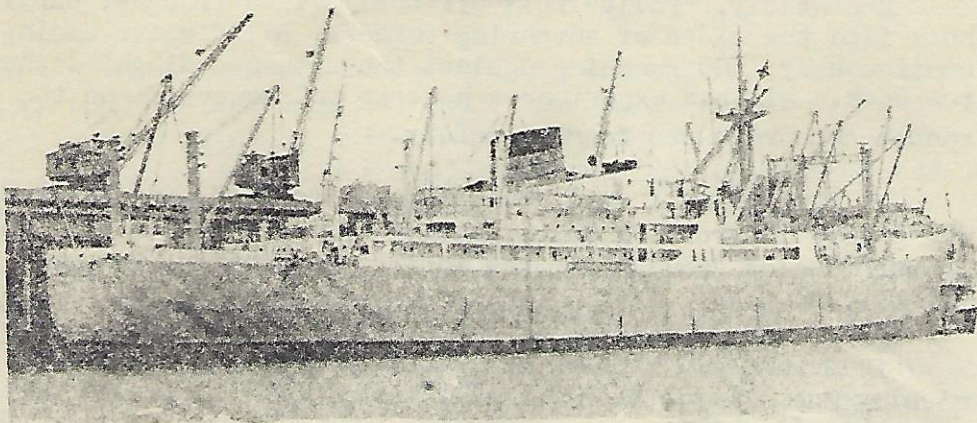
I am sure all members of the Brigade will join me in wishing Sub Officer Ivor Tasker the very best of health after his recent indisposition..... Ivor has been a little "cut up" lately : He was rushed into Cossham Hospital early in January with acute Appendicitis. He is now back on duty, and feeling in fine fettle.

One of the new Firemen recently posted to this Station was, quite understandably a little concerned when detailed for the first time to do duty in the Watchroom alone. How was he going to cope with a Fire Call..... He would be completely on his own... Would he "bungle" the call if one was received ???

He did not have to wait long to find out. Precisely two minutes after "taking over" he had 'the Call'..... He took it like a Veteran, put the Fire bells down, and without any hitch or delay, despatched the appropriate Attendance.
(Some people get all the luck !)



★
"Either the house is on fire or I'm late for dinner."
★



M.V. Port Townsville. (8,040 Gross Tonnage).



After the Presentation : From Left : Mrs. Andrews, Miss Andrews, A/Dub.O. R.V. Andrews BEM., Fm. Terence Mead, and Mrs. Mead.

R O U N D A B O U T

STATION NO.3 AVONMOUTH.

Peter Addie.

Presentation of Awards to Acting Sub Officer R.V. Andrews,
and
Fireman Terence Mead.

Tuesday 29th. January 1963 was a day to be remembered by the Bristol Fire Brigade, and, more particularly, by two of its members, namely Acting Sub Officer R.V. Andrews, B.E.M., and Fireman Terence Mead.

It was on that day that tribute was paid to these two men for the gallantry and devotion to duty displayed by them in effecting a rescue under extremely hazardous conditions, whilst firefighting operations were taking place aboard the M.V. "Port Townsville" lying at 'O' Shed, Royal Edward Dock, Avonmouth, on the 26th. June 1962.

Station No.3. Avonmouth, to which both men were at that time attached, made an extremely appropriate venue for the occasion.

Approximately sixty Officers and men were joined by as many invited guests from other local organisations, to witness the presentation of the Awards, which was made in the absence of His Grace the Duke of Beaufort who was, unfortunately indisposed, by Brigadier Sir Alan A.M. Durand, Bart., M.C., Vice Lieutenant of Gloucestershire.

In his speech, the Lord Mayor expressed his confidence in the Fire Service as a whole, and said that the men of the Service because of the hazardous nature of their profession, must have the qualities of bravery and devotion to duty, but it was only on occasions such as the "Port Townsville" incident, that such qualities were brought to light.

The Chief Fire Officer then read the Citation, which vividly portrayed the conditions within the Engine Room of the Motor Vessel involved at the time the rescue was effected.

Brigadier Sir Alan Durand, after complimenting the two men on their actions, said that he was proud to present to Acting Sub Officer Andrews, the British Empire Medal, together with a letter signed by Her Majesty Queen Elizabeth II, and to Fireman Terence Mead, the Queen's Commendation for Brave Conduct, accompanied by a letter from Mr. Harold Macmillan the Prime Minister.

The Chairman of the Fire Brigade Committee, Councillor J.B. Sprackling, then closed the proceedings, and all present partook of light Refreshment.

Readers will be sorry to learn that ex-Supt A.W. Maunder, of the former Bristol Police Fire Brigade, is at present a patient in "D" Ward, Ham Green Hospital, Near Bristol.

It is most sincerely hoped by all of us that he will have a speedy recovery, and return to his normal good health in the very near future.

Coupled with the above, Mr. Maunder's former colleagues of the Bristol Police Fire Brigade, at the Annual General Meeting of the Association held at the Grand Hotel on Friday evening 19th. April, 1963 likewise expressed their regret at his indisposition, and all hope that he will be out and about again very very shortly.



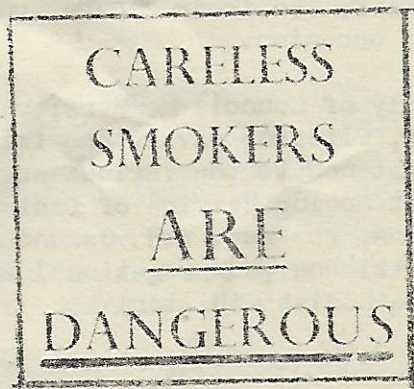
FIRE STATION, BRISLINGTON

NEW BRISLINGTON FIRE STATION

In further pursuance of the post-war policy of the Fire Brigade Committee, a New Station was officially opened by The Rt. Hon. The Lord Mayor of Bristol, Alderman Leonard K. Stevenson, J.P. on Monday 10th December 1962 at 7 p.m.

The Station, which replaces that previously based at Hemplow House, Talbot Road, embraces every aspect of contemporary design, and a casual walk around the premises indicates an atmosphere of extreme comfort, warmth, careful pre-planning, and extremely tasteful decor. Despite all this however, one does not lose sight of the fundamental purpose of the premises.....Operationally, the whole unit, from the Station Appliance Room with its electronically operated doors, right down to the Hose Repair Workshop, are at the present time second to none, and might well be the envy of any alien Chief Officer !

The appliances housed at this Station are a Water Tender Escape, Foam Trailer Unit, and a Chimney Van. The Station is sited at the junction of Clothier Road and Bonville Road, and is strategically contained within the rapidly growing Brislington Trading Estate, with easy access to the residential areas of Brislington, Knowle, Keynsham, and Saltford such areas being within the Turnout Area.



R O U N D A B O U T

STATION NO .4 BRISLINGTON.

("Gilamer")

Outside the recently risen walls of Brislington's new Fire Station, the wintry evening wore it's deepest cloak of darkness. But within, in all the brilliant reflections from newly-glazed walls; of many fluorescent lights, and an all-embracing warmth; a pleasant Ceremony took place which opened officially the latest and most modern of the Bristol Fire Brigade's Stations.

Of contrasts the fireman's profession is full, and the extreme comparison of the above could be seen in the bright surrounding order and compactness of the new premises as against the drab, rambling dilapidation of the old, the latter being aptly described by the Chief Officer as "the country's worst Fire Station." Not only in it's environment did it invite that most undesirable 'label'.....The many restrictions which it imposed upon the performance of Drills with the almost continuous movement of Ambulances threatened that high standard of efficiency with which the Bristol Brigade has long since been associated. Loose freestone upon the roof parapet rendered negative any attempt at rescue operations from a pitched Escape. Even the drill requiring the minimum of floor space, namely Hook Ladders, was precluded as the security of the Hook Ladder was not assured upon the crumbling window sills !!

With all this behind however, the Chairman of the Fire Brigade Committee, Councillor J. Sprackling, supported by The Chief Fire Officer invited the Lord Mayor, Ald. L.K.Stevenson who, with the Sheriff, and their Ladies, unveiled a bronze plaque to commemorate the occasion.

A full assembly of Council Members; visiting Chief Officers, Headquarters Staff, Firemen, wives, and friends, watched the proceedings and listened to the various speeches. Later, all took part in a most moving Service of Dedication directed by the Vicar of Brislington, Th Rev. W.H. Osmund Moss, M.A., assisted by the Rev. D.E. Atkinson (Congregational Minister) and the Rev. G.E. Greenaway, (Methodist Minister)

Brilliantly successful as the Ceremony was however, the main interest of that colourful assembly lay in its obvious anxiety to see more, and to receive explanation of this so-modern Station. It was with I think, admirable patience that they remained seated whilst the Chief Officer took the Lord Mayor and his company - hitherto seated on the Dais - on a tour of the premises.

Of special interest, and visited by many, was the Watchroom. Here was explained the various controls for the electrically - operated doors throughout the whole Station. The finger-tip control for the heating system throughout the whole of the building was likewise explained. The compactness of all apartments for maintenance efficiency and saving of time was noted by many, as was the spacious brightness of Dormitory, Kitchen, and Mess Room. Many favourable comments were overheard.

From an interesting and most efficient demonstration of Drill in the Station Yard under brilliant floodlight, the guests were invited to partake of refreshment laid out upon tables in the Mess, and Quiet Room, overflowing even into the Appliance bays. It was in this social atmosphere that many pleasing remarks were made upon the complete attendance and smart bearing of the members of the new Station.

Upon the beneficiaries of the enthusiastic drive of their Chief Officer, of the consideration of their Fire Brigade Committee, and not the least of the approving ratepayers, must fall the weight of effort and sustaining interest so necessary to preserve the bright new Order and efficiency of this place of Public Service, for.....

The initial stir and the tumult dies,
The much-seen Officers depart.....
And those who are left with pleasant stand-bys,
Must work with pride to maintain this start.....

Customer : "Twenty Woods, and a Lighter Refill please."

Tobacconist : "Why, was the last one too heavy ?"

R O U N D A B O U T

STATION NO 5 BEDMINSTER.

(Den. Lucas.)

Fireman Raymond Smith, now attached to this Station, was the recipient of a Certificate, together with the Presentation axe for the best all-round performance at the Bristol Fire Brigade Training Establishment Recruits' Course No.1/1962.

The presentation was made by the Chief Officer on the occasion of the Passing out Parade, at the conclusion of the Course on 22nd. January, 1963.

There were initially eleven Recruits engaged on the Course. One man resigned during the course however.

PROMOTION.

Although a little late in the day as it were, I know all members will join the lads at Station No.5. in tendering their congratulations to Acting Station Officer "Monty" Britton on his fairly recent promotion to that Rank.

During the past three years, Mr. Britton has effectively passed through all the Ranks to his present one. He still maintains his keen interest in our Football Team in close liaison with Fireman Ron Bowden of Fire Control, who is the Trainer.

Congratulations are extended from Bedminster too, to Acting Sub Officer Bob Owen, on his recent promotion to that Rank. Bob, who is now attached to Avonmouth was for some considerable time one of the "lads" of the Bedminster Station.

ROUNDABOUT

STATION NO.6. SPEEDWELL.

(G. Harris.)

Hoping for Revenge.....

On Friday 19th. April 1963, the Brigade Soccer Team are to play Manchester Fire Brigade in Bristol.

It is hoped that the game will be played at the Douglas Sports Ground Kingswood during the afternoon. This will be followed by Dinner at the Central Station, after which a Dance will be held at Station No.6. Speedwell.

We entertained Lancashire County Fire Brigade last year, and as that event was such a success, we thought it expedient to do likewise this year.

This particular game will be in the form of a return Match for the Bristol Team, as they travelled to Manchester prior to Christmas. Unfortunately however, our team was beaten 5 - 2, and as the result, our lads are absolutely determined to reverse the score on April 19th. Why not come to support your Team..... Vocal encouragement will be appreciated.

Bon Voyage.....

Three of the younger members of Speedwell Station have decided to emigrate to Australia.

Fireman Roper, who is 22 and married, has been a member of the Brigade for three years. At the time of writing, both he and his wife have already sailed for Melbourne.

Gordon Pratten joined the Brigade five years ago, having previously served in H.M. Forces in Korea and Japan. He will therefore be no stranger to that particular part of the world.

The other member is Ian Gunning, who is 24 years of age and single. He will be taking a job with the Forestry Commission, and was in fact employed by the Commission prior to joining the Brigade.

Messrs. Fratten and Roper are hoping to join the Fire Brigades in Australia.

We wish the three of them all the Very best in their respective ventures.

An item of Reel Interest.

Fireman Lawson (Red Watch) Fireman Lawes (White Watch) and Fireman Mapstone (Blue Watch) have been selected to attend the Cinema Projectionist Course at Mitcheldean in Gloucestershire.

The object of this training, is to make provision for a trained Operator to be available at Station level, in order to operate the Brigade projector for the exhibition of Instructional films from time to time.

Table Tennis

The members of White Watch of Speedwell Station have formed a Table Tennis Team, and have already received a Challenge from the local Youth Organisation to participate in a Tournament.....What about an Inter-Station Competition being arranged. I know no other Station can beat the White Watch Team, but it would at least give our opponents a good insight into the tricks of the Trade.....

Licenced Bar.

It is proposed to have a Licenced Bar and Club for serving and ex-members of the Brigade at Speedwell Station. Members and their friends will be able to spend a quiet hour or so in comfortable surroundings, should they be passing that way.

Mr. E. Silman.

It is with very deep regret that the death of Mr. Ernest Silman is announced.

"Ernie" as he was known to all and sundry, served in the National Fire Service, and transferred to the Bristol Fire Brigade as a Leading Fireman.

He subsequently left the Brigade to take an appointment with the Ministry of Transport, in which sphere he obtained rapid advancement.

The personnel of Station No.6. Speedwell in particular, and I feel sure, all those other members who knew Ern will join in offering their deepest sympathy to his Brother, Station Officer Leonard Silman on the occasion of his bereavement, coupled with the request that such wishes are communicated to his family.

Training Establishment.

The Training programme for Recruits being carried out at the Speedwell Station appears to be well established. Some really bad weather has been experienced by these lads during the early months of the year, and when one appreciates the geographical disposition of the Speedwell Station, one can visualise the cold bitter winds to which it is subjected !! During the Arctic conditions of January/February of this year, it was a common sight to see Recruits and "old uns" joining forces to make a clearing for vehicles and appliances.

At present there are 15 Recruits undergoing their Training, under Station Officer C.F. Allen, Sub Officer J. Allen, and Leading Fireman J. Iles. As the result of the additional number of men, an extra Civilian Cook has been employed.

ACROSS

1. Strutting.
9. Take out the car text.
10. Post in the Staircase.
11. Rendezvous.
12. Ten said in lieu of.
13. A Message should do this.
15. Ern sat here on the boat.
18. Often found in 3 Down.
20. A near miss.
22. Improper Treatment.
23. Musical Term.
24. Poverty "suited it not."

DOWN

2. May be forced.
3. Tore car used to produce heat.
4. Corrosive Acid.
5. Approach these carefully.
6. Here now is no place to go.
7. Racing Flute for this pump.
8. An Asset to any car.(2 words)
14. Part of the face.
16. Long handled vessel.
17. Tap rim to divulge.
19. Some gases are - - .
21. No Reg, he is not white.

The Brigade Team finished last Season at the half-way mark in the Bristol Wednesday League. At the time of writing this position has been maintained.

The first half of this Season proved quite eventful, as, after winning both their first Round cup matches, the team left on a three-day trip "up North" to play against Manchester, and Lancashire Fire Brigades on successive days. Both games were hard fought, but unfortunately each game was lost in spite of holding the lead against Manchester until late in the game.

We have good reasons for losing however, (a) the long journey, (b) playing two matches in two days after the long journey, and (c) each match was played on very large helpings of Lancashire "Hot Pot" coupled with the after effects of Lancashire hospitality! As a Sporting occasion however, and with regard to the opportunity of meeting members of other Brigades, the trip was indeed a very great success.

The Manchester Fire Brigade Team are visiting Bristol on Friday 19th April 1963 to play a game with us, and this time, we are certain of being able to forecast a successful result.

The look of the Team has changed quite a lot during the past few Seasons, and we no longer have the services of such stalwarts as Fred Leach, Bob Esson, Ted Rudd, and Ron Norley. The number of men entering the Brigade who play football has been rather disappointing in the past, but things are now looking up, and we hope to have a few new names for our team Selector, Ron Bowden.

A list of Fixtures is regularly sent to all Stations, so why not look at your Notice Board, and come out into the fresh air and support your Team.

Due to the bad weather, we are now having to play two games a week. We have been playing on the Co-op ground at Downend for the past two seasons for our Home Matches, but there has been talk of selling the ground. ANY SUGGESTIONS FOR ANOTHER ?

Further report on the "Get together" at Brislington Fire Station held on Thursday 28th March, 1963. This version originating from our tame Resident Reporter !

-oooooooooooooooooooo-

In view of the distance many had to travel, the attendance at the first "Get together" held under the auspices of the Athletic and Welfare Association, was extremely good.

An excellent Bar, manufactured by Fred Bryant was kept very very busy the whole time, and was manned in really expert manner by "Bender" Gough, and "The Mole" (Known on his Personnel Record as Albert Haynes). (A photograph of these two gentlemen is I hope, faithfully reproduced below.....Ed)

The operation of the Bar was made possible through the kind co-operation of our old friend Stan Barrett, to whom we would extend our gratitude.

A splendid entertainment by Clarence Parker (Comedy Magic) the "Crackerjacks" and Len "Uke" Thomas, was rounded off by a Sing song led by Ivor Taylor and his accordion.

During the Buffet interval, the Chief Officer welcomed everyone, thanked the members of Station No.4. Brislington for the work put into the event, and said that he hoped this was to be the first of many such occasions to be held at various Stations.



FIRE PREVENTION SLOGAN COMPETITION

With Fire Loss figures rising each year, it is imperative that every avenue should be explored to reduce the number of fires, and it is with this in mind that the Chief Fire Officer has decided that envelopes of outgoing post from Brigade Head - quarters will be franked with suitable Fire Prevention Slogans.

Readers are therefore invited to submit a slogan for this purpose, of not more than six words.

An independent panel of Judges will decide on the winning slogan, for which a prize of two guineas will be awarded. In addition, a prize of one guinea will be presented for the next best entry.

An Entry Form for this Competition appears below, which should be forwarded to "Fire Prevention Slogan Competition Committee," Fire Brigade Headquarters, Bristol.1. so as to arrive not later than MAY 10th. 1963.

Closing date : FIRE PREVENTION SLOGAN COMPETITION
10th May, 1963.

My suggestion for the Slogan is as follows :-

NAME (Block Capitals)

RANK (If Serving member) STATION :

ADDRESS :

Placing of Entry as determined by Panel



ANGLING SECTION

("Piscatore")

Are you "chockers"; fed up to the teeth, browned off, depressed; sick of the job; sick of the wife; bored stiff with the kids ?

Don't put your head in the gas stove.....Join the million or so others of this country, and try your hand at fishing. You will then be considered a congenital "nut case" and treated sympathetically by all and sundry !

Seriously though, there is no better way of casting aside the worries and stresses of this hectic world than by spending a few hours by the riverside in the country with a rod and line as an alibi. It matters not whether you catch any fish; you will enjoy the scenery and quietude, and fill your lungs with the unpolluted atmosphere still to be found in some of the more rural parts of the country.

By comparison with other hobbies and pleasures, Angling is quite inexpensive. An outfit sufficient for normal purposes can be purchased for as little as three or four pounds. In fact if you know the right people, you could probably borrow an outfit...(See your B.F.B.A.C. Representative.)

It is essential however, that you obtain a River Board Licence for the Area in which you propose to fish, also a permit to fish that particular water. The latter can be obtained by joining one of the many Angling Clubs which thrive locally. A permit may also be obtained from a Fishing Tackle Dealer, there is certain to be at least one of these in the district in which you live, who will be only too pleased to assist you in any way he can.

Any queries sent to the Editor will be answered either privately by the author of this article, or through this Column in subsequent issues.

Now that we are on the threshold of what we all hope will prove to be the Summer Season, some of us look forward to many weeks of care-free motoring, and it will appear extremely unreal to think in retrospect of the days when our vehicles were totally unrecognisable snowbound spectres during the Arctic months which were experienced earlier in the year.

If one pauses for a moment to visualise the implications of the various mechanical units associated with the complex structure of any vehicle, it should bring home the unquestionable urgency of the need for methodical and regular routine maintenance, in order to effectively ease and lengthen the working life of your vehicle. Remember...your vehicle did not ask to belong to you - you walked into it's life, so look after it !!

There are various schools of thought on the fundamental basis of maintenance. Some subscribe to the theory that it should be effected on a mileage basis, whilst others adhere to the calendar irrespective of mileage covered. In other cases, both are taken into account. Which of these theories is yours however, is your own personal concern. The fact remains that the work has to be done to a pre-determined pattern, and with this in mind, I venture to submit a Schedule of Maintenance for use by readers if they care to accept it. The Schedule lends itself equally to any of the above methods.

I think readers will find the Maintenance Chart in every way self-explanatory, and I trust, better than committing the dates or mileages of the various tasks to memory. All that is required is the insertion of a tick under the weeks when the respective routines were carried out. Alternatively, or additionally, in accordance with your own particular "kink" the mileage at the time of any Routine may be entered at the foot of the Chart.

Do you release the ratchet of your hand-brake when applying it, or do you like to hear the clicking noise ?

Why not forfeit the pleasure of the noise, and enhance the life of the ratchet ?????

Changing Engine Oil.

When carrying out this Routine, do you merely drain the old from the sump via the drain plug, and then refill with new oil ??

Why not completely remove the sump, and oil strainer from the pump unit. You will be amazed at the concentration of sludge which accumulates over a period of a few months.

Completely clean away every trace of this sludge, then finally clean off with a rag containing petrol. Soak the oil filter in paraffin, and brush away all signs of sludge.

DON'T FORGET TO PUT THE PUMP FILTER BACK PRIOR TO THE REPLACEMENT OF THE SUMP.

Refill with the prescribed grade of Lubricating Oil, and you then know that there should be no fear of oil-starvation or associated complications as the result of an unclean sump.

It is suggested that such a routine should be carried out very early in your ownership of a strange car which has had a previous owner. If you do not know when last the sump was cleaned, it is simple to find out DO IT AT ONCE !!

BRIG. DE CAR RALLIES.

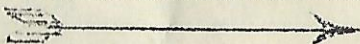
No news has been forthcoming as to the possibility of Car Rallies being held during the coming Summer Season.

Those held last year proved to be a great success. Keep your eyes to this Section of the "Fireflash" for advance information in respect of any similar events this year.

MAINTENANCE CHART.

The Maintenance Chart referred to in page 27 overleaf is contained on the facing page. To afford unbroken continuity, further such Charts will be reproduced in each forthcoming issue.

VEHICLE MAINTENANCE SCHEDULE

MONTH																	NOTES	
WEEK	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
ENGINE OIL CHECK																		
GEARBOX																		
BACK AXLE																		
STEERING BOX																		
BRAKE FLUID																		
CLUTCH RESERVOIR.																		
BATTERY LEVELS.																		
TYRE PRESSURES.																		
WHEEL NUT CHECK.																		
TYRE CHANGES.																		
SHOCK ABSORBER FLUID.																		
PLUGS & POINTS																		
(Clearance Checks)																		
LUBRICATION OF SPEEDO.																		
CABLE.																		
LUBRICATION OF SCREEN-																		
WIPER MECHANISM.																		
HINGES & DOOR HANDLES.																		
UNDERSIDE GREASING																		
MILEAGE AT TIME OF ROUTINE(S)																		
																	PLEASE TURN OVER FOR ADDITIONAL RECORD OF MAJOR ROUTINES EFFECTED.	

BRISTOL FIRE BRIGADE BAND.

The Band continues its good work, fulfilling various engagements from time to time.

It is frequently engaged for charitable purposes on such occasions as Hospital Fetes, and for the entertainment of Old Age Pensioners' Clubs.

Under the genial conductorship of Mr. Tom Miller (no relation of the late Glenn) it has now reached a very high standard, and congratulatory messages are received on numerous occasions.

Tom Miller, who is officially engaged in the Supplies Division of Bristol Fire Brigade Headquarters, is responsible for the authorisation of Accounts, Indents, and numerous other such items. Confidentially however, he tends to lapse into the complex world of half-tones, minims, and quavers quite frequently, and the other day when I had occasion to consult him on a certain official matter, his office door was locked.

A small typed notice was however in evidence which read as follows :-

" BACH - 1400 HOURS..... OFFENBACH 1345 HOURS.
IF NO ANSWER TRY THE HANDEL, OR PUT YOUR QUARTERLY
INDENT LISZT UNDER THE DOOR, AS I SHALL BE HAYDEN IN
THE UNIFORM STORE CHECKING THE STOCK OF COATES HELD
THERE, OR, ALTERNATIVELY ENSURING THE COLE PORTER
LEAVES THE RIGHT WEIGHT."

(..... One just can't win.....Can one ??? Ed.)

RETIREMENTS

RECENT

The following former members of the Brigade, having reached the prescribed age for Retirement, have now left us. We wish them all the very best of Luck, coupled with very many happy years of peaceful Retirement, and look forward to see them from time to time on the occasions of Social evenings.

NAME	DATE OF RETIREMENT	FORMER STN.
Mr. D. MacPherson.	27th. Dec. 1962	Central
Mr. George Adams.	19th Oct. 1962.	Avonmouth.
Mr. George Beale.	13th. Sept. 1962.	Bedminster.
Mr. Fred Jarrett.	13th. August, 1962.	Bedminster.
Mr. Ernie Burt.	23rd. July, 1962.	Central.
Mr. Harry Ovens.	26th. April, 1962.	Speedwell.
Mr. Reinald Sibley.	24th. January, 1962.	Avonmouth.

FORTHCOMING

I have been asked by a Senior Officer of Avonmouth Station, to make brief reference to the forthcoming Retirement of a certain Sub Officer at present serving at that Station..... The Sub Officer, who, for the want of a better name, will be referred to as "Ben", has, apart from his Brigade escapades, a rather unique era included within the otherwise shady chapters of his life..... Ben, many many years ago, served in the Royal Navy, and was attached to the Submarine Service. This, although highly commendable one might say, is not unique..... Ben however, can go one better - he served in STEAM SUBMARINES !

Joking apart though Ben, Station Officer Elson also asked me to say that he, in common with all your other long-standing associates at Avonmouth, together with every other member of the Brigade, wishes you and your family very many years of Good Health, and an extremely Happy Retirement. (Ed.)

Fireman Gilbert J Croker, at present attached to the Brislington Station retires this month....Best wishes to you too Gilbert from all of us.

SOLUTION TO "RONALDE'S CROSSWORD."

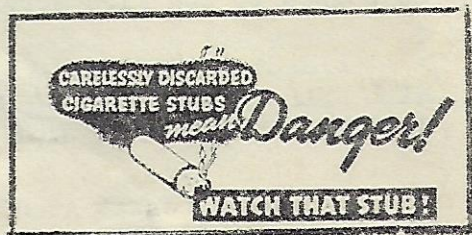
ACROSS

1. Herringbone.
9. Extract.
10. Newel.
11. Tryst.
12. Instead.
13. Inform.
15. Astern.
18. Uranium.
20. Inner.
22. Abuse.
23. Allegro.
24. Destitution.

DOWN

2. Entry.
3. Reactor.
4. Nitric.
5. Bends.
6. Nowhere.
7. Centrifugal.
8. Sliding Roof.
14. Feature.
16. Skillet.
17. Impart.
19. Inert.
21. Negro.

In addition to the complexities of "Ronalde's Crossword," if you look carefully two deliberate mistakes appear on this page..... Can you spot them? They are very close together, and as a vague clue, if you spot one, you are bound to find the other one! (Ed.)



RAG - TIME 1963

Three of our Fire Control Staff, namely the Misses A. Ashcroft, I.M. Owen, and J. Tremlett (placed in strict order of stature) who have, hitherto plundered under the Trade name of "Steptoe's Daughters" are contemplating a renewed purge in respect of the collection of Rags, Woollens, and small items of Scrap, during the month of April, 1963.

Last year, the sum of Ten Pounds was realised by the collection and subsequent sale of the various items collected from Stations, and although our three friends have in fact already issued an "Early Warning" of their intention, it is thought opportune to present this particular item to our readers as an additional reminder.

The anticipated date of collection will be TUESDAY APRIL 30th 1963. On this date, the newly-styled "RAG TIME DOLLS" will call at the six Bristol Fire Stations to collect items which have been forwarded to these points by personnel.

If therefore, any of our readers will ensure that items of scrap are forwarded to their nearest Fire Station, they may rest assured that it will be appreciated by all concerned.

The proceeds from the sale of the collected items will be passed to the Fire Services' National Benevolent Fund.

PLEASE THEREFORE HAVE A GOOD LOOK AROUND....EVERY LITTLE WILL HELP !!! (ADVERTISERS ARE MORE THAN WELCOME TO JOIN IN THE SPIRIT OF THIS BIG CLEAR-OUT)

BRIGADE SOCIAL AND WELFARE ASSOCIATION

..... "The First of Many"..... (A.D.O. W.Rapley.)

Following the suggestion by the Athletic and Welfare Association Committee that some form of Social Event should be arranged at Station level from time to time, a very successful "get together" was held at the new Brislington Fire Station on Thursday evening March 28th 1963.

The evening's entertainment was arranged by the personnel of the Station, and it is extremely gratifying to know that their efforts were by no means in vain.

Approximately one hundred serving and retired members turned up, and many reminiscences were recalled over very many pints.

"Sonny" Sleight ably compered the entertainment, and his efforts coupled with those of the semi-professionals, was enjoyed by all.

Such "old stagers" present as Arthur Leek, "Bung" Leatherby, Bob Cooke, Cecil Fulkner, Les Hardwick, "Smudger" Smith, and Bob Mackay made the efforts of the Station personnel more than worth while, and it is hoped that the success of this particular event will find its way through the "grapevine", and result in an even larger attendance at the next Social evening.

- - VERY WELL DONE, STATION NO.4 !!!!
.....

The true art of Hospitality is the capability of making uninvited visitors feel they are at home

Particularly when you only wish they were

SPECIAL NEWS ITEM.

On Monday 11th. March 1963, a Call was received at Fire Control, indicating that a motor launch had been swept from its moorings near the Brislington Bridge, St. Annes with a man aboard.

The Water Tender Escape 150 BHW was despatched from the new Brislington Fire Station, with Sub Officer E.W. Parsons in charge, and upon arrival, it was found that the launch had been carried by the extremely strong current on to the rocks adjacent to the weir.

When he reached the river bank, Fireman Ivor D. Brown discarded his fire tunic, tied a line around himself, entered the rapidly swirling waters, and swam towards the disabled craft..... When within only a few feet of the craft, he was carried completely off course by the current, and towards the weir. His companions on the bank however, quickly hauled him ashore.

"Topper" Brown, although almost exhausted, insisted on making a second attempt, and in so doing swam a further 200 feet upstream in an attempt to off-set the effect of the current. He did manage to reach the launch, but by this time he was too exhausted to climb aboard. The occupant of the launch lowered himself on to Brown's shoulders, and the shore party commenced to haul both men towards the bank. During this time, "Topper" was submerged on a number of occasions. Suddenly, the current swept Brown's companion away towards the rocks.....Spectators on the bank threw him a line, and he was hauled to safety. Likewise, Fireman Brown's companions on the shore again hauled him to safety.

Both men were taken to hospital, suffering from exhaustion and shock, but fortunately were later discharged.

Asked later by a reporter as to his thoughts at the time, "Topper" stated that he was "rather concerned about 16 pieces of toast which were ready to be eaten back at the Station".....!!

(He did not mention that they were all ordered by himself...)

BRIGADE APPLIANCES.

As a parallel to the modernisation programme which is being carried out by the Brigade in relation to the replacement of old station premises, so likewise is the acquisition of new operational vehicles.

During the past three years, the Brigade has taken into service a new Merryweather Turntable Ladder, mounted on an A.E.C. Diesel-engined chassis; a Bedford Emergency Tender in every way complete with appropriate rescue and cutting equipment; a Bedford Pump; and, very recently, a Hose Reel Tender, the two latter appliances being fitted with Wireless equipment. Additionally, an extremely impressive Ford Zephyr "Estate" Wireless Car has been commissioned, and carries light emergency items of equipment together with Breathing Apparatus. All these new appliances have in fact been allocated to the Central Station.

Very shortly, two additional Pumps of Bedford origin will be commissioned, one will run as the second Pump at the Central Station, whilst the other will take its place in the Brigade at the Avonmouth Station, and will in fact replace the well known Leyland "Cub" appliance CHW 353.

The four newest appliances to be acquired by the Brigade have each identical Registration figures, namely '999' followed of course by their appropriate Letters, which are in fact PHY, RHY, SHU, and SHY. The two latter are already allocated for the two appliances not yet received.

It is fully appreciated that serving members of the Brigade are well aware of the introduction of new appliances, but it is felt that Pensioners who are living away from the City may be interested in such acquisitions, as, during their respective terms of service, they were proud to associate themselves with such old faithfuls as HY 1801 (now sold) HY 4979, 9756, CHW 353, DHY 496, and FHT 674 (now at Avonmouth) -- In fact, all these Leylands are held on the Reserve of the Brigade, and on the occasions when they are required to take their place "on the run" they are as ready to respond as they were in their "youth", which in most cases was 30 years ago !!!

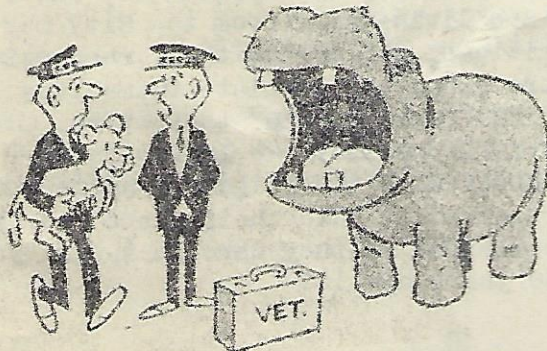
" STOP PRESS " NEWS.

It is regretted that the issue of this Magazine is made after the announcement of one of the items contained within its pages, namely the Football Match between the Bristol Fire Brigade Team, and that of the Manchester Fire Brigade which took place on Friday April 19th. 1963. This time, the Bristol Team did not lose.....They drew 1 - 1 !

ACKNOWLEDGEMENTS.

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"The Vet is in
there with the
Transport Officer...
- they'll be out
in a minute....."
