

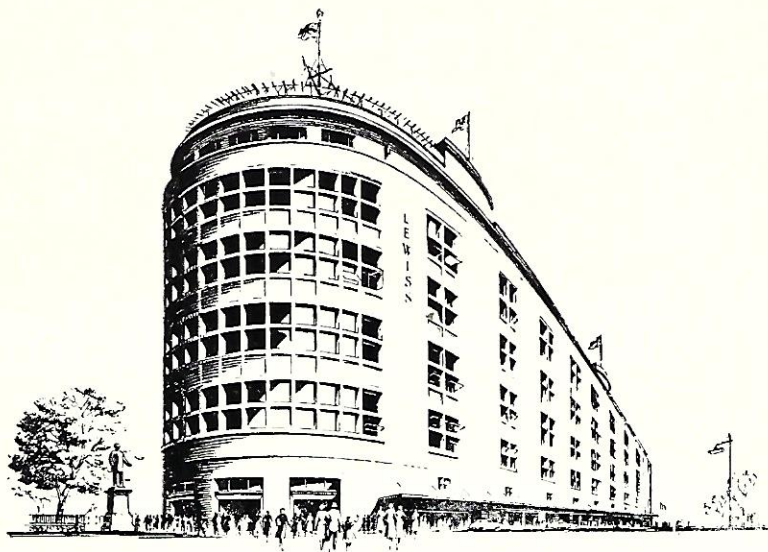


ST-0 BATTON

FIREFLASH

WINTER, 1963





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CITY & COUNTY OF BRISTOL FIRE BRIGADE

NO. 4.

DECEMBER 1963.

" F I R E F L A S H "

WINTER 1963 EDITION

C O N T E N T S : -

	PAGE NO.
CHRISTMAS MESSAGE FROM CHIEF FIRE OFFICER.	2
EDITORIAL	3
GARDENING CORNER ???	5
ANNUAL INSPECTION BY H.M. INSPECTOR, SOUTHMEAD STATION.	6
RECENT APPOINTMENTS AND PROMOTIONS.	7
AVONMOUTH FIRE STATION.	11
BRIGADE APPLIANCES.	12
"OUT AND ABOUT".- ABBOTS POOL.	15
MOTORING SECTION.	16
HOLIDAY SNAPSHOT COMPETITION RESULTS.	19
"UBIQUE CONTROL"	20
BRIGADE TABLE TENNIS ACTIVITIES.	20
ANNOUNCEMENTS.	21
OLD BRISTOL STEAM FIRE APPLIANCE.	23
"BRUSH OFF FIRE PERILS"	24
BRIGADE PERSONALITIES - SUPT. FRED CADE.	26
FLASHBACK - THE CHARFIELD RAIL DISASTER, 1928.	28
A TRIP TO PESARO, ITALY.	30
LIGHTNING FIRES.	32
"WHAT'S IN A NAME ?" - EXTRACT FROM GLOUCESTERSHIRE COUNTY FIRE SERVICE MAGAZINE.	33

COVER PICTURE : The much-photographed village scene - Castle Combe...
With due acknowledgement to Fm. J. White, of the
Southmead Station.... Winner of the Black and White
Section of the Holiday Snapshot Competition. (pp. 19).

CHRISTMAS MESSAGE FROM THE CHIEF OFFICER

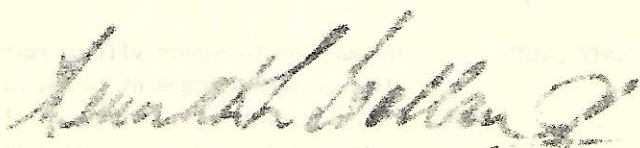
The birth and thriving existence of this Magazine gives me the very welcome opportunity to convey to all members of the Brigade, past and present, and our very many friends, my best wishes for a Very Happy Christmas and a healthy, successful and peaceful New Year.

The year now ending has indeed been an eventful one both on the domestic, national and international scene..... but this is not the place nor is it my prerogative to comment on serious events. I do appreciate the opportunity, however, of expressing my sincere pleasure and satisfaction of the way in which "Fireflash" has now become an integral part of the Bristol Brigade. The live and varied articles contributed have been most encouraging and augurs well for the future. I know that all readers will join me in expressing our thanks to all concerned and, particularly to our enthusiastic and hard-working Editor.

I am sure that this magazine fills a long felt need, and its contribution towards cementing the bonds of comradeship between past and present members of the Brigade is invaluable. Perhaps the Editor will not mind my making a "plug" on his behalf when I say that it is for all readers to regard the magazine as their own publication, and their contributions will be welcome whether in prose, poetry, or simply a cartoon.

I wish you and your families the very best of health and happiness at this Christmas time and in the months ahead.

I am proud and honoured to be

A handwritten signature in dark ink, appearing to read 'Laurie Bullen', written in a cursive style.

"THE CHIEF"

EDITORIAL

As the year 1963 draws to a close, so the time arrives to present the fourth publication of the "Fireflash".....

Within the very strict limitations of the financial boundaries the publication has been made as extensive as possible. Whether or not it can termed as being a success or otherwise, I am in no position to judge... Certainly, there have been numerous congratulatory comments, both written, and verbal. By the same token however, there have also been comments of the opposite type !

The Chief Officer has mentioned in his Foreword that the Magazine has now become an integral part of the Brigade, and that it effectively cements the bonds of comradeship between past and present members. This is without doubt very true, as I was vividly reminded of when attending a recent Meeting of the Association of the former Members of the Bristol Police Fire Brigade. Here, we have a great number of people who in most cases were originally Bristolians, but whose Service commitments took them to places far and wide..... Each and every one of these gentlemen receives a copy of the "Fireflash", and from the favourable comments made, it would appear that the task of presenting each publication is well worth the effort - even for that small community alone !

This may well be the final publication which will appear in this particular medium. Almost immediately after Christmas, a Meeting of the "Fireflash" Committee will be convened in order to resolve the type of publication suggested by the Chief Fire Officer, presumably of a printed nature. Revenue potential will have an over-all dictatorial measure on the outcome of this Meeting, but readers will rest assured that the best possible publication will be presented commensurate with circumstances prevailing.

Since the initial formulation of the "Fireflash" Committee, there have been considerable numbers of new entrants into the Brigade. Within this number there is no doubt the odd individual or so who may possibly be Interested in sharing the task of enhancing the content of the "Fireflash" (Who knows.... there may be an Editor who would be more in keeping with the status of the Brigade !) If, therefore, ANY reader who considers himself able to step into the active role of Station or Departmental Representative (or Editor) perhaps he would be good enough to communicate with me, and I will with every respect, make a note for future reference !

It has been stated that the content of the "Fireflash" is varied and "live".... This is truly amazing when the handful of contributors is taken into account. It would be extremely remiss of me if I did not make particular reference to the unfailing and extremely interesting contributions received from my very valued and long-standing friend Ernest Lewton, of the Southmead Station. Unfortunately, the response from certain other Stations is either extremely meagre, or completely

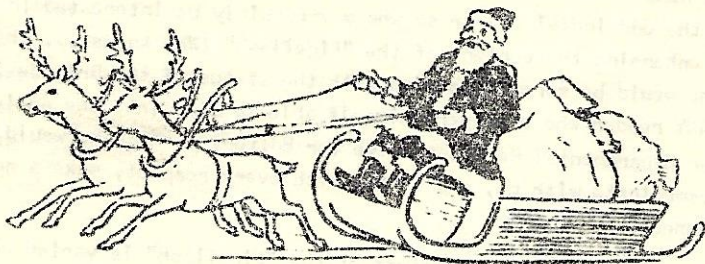
non-existent ! I shall probably be called over the coals, as it were for saying this, but it will at least add weight to the comments contained in the previous paragraph.

Since the revelation of the clash of names between the Gloucestershire County Fire Service Magazine and that of ours, I have had the pleasure of entering into communication with the Editor of the Gloucestershire "Fireflash". Accordingly, arrangements have been concluded to effect an interchange of publications.... copies of the Bristol publication will find their way to certain of the Gloucestershire Stations, and likewise, copies of the "other" "Fireflash" will be forwarded to each of our Stations.

On another page of this publication will be found an extract from Gloucestershire "Fireflash" which refers to ours, which I trust will prove of interest to readers.

Finally, I would like to reiterate the Good Wishes of our Chief Officer, now that the Christmas Season is almost with us, and to wish each and every one of our readers an extremely Happy Christmas, and a Prosperous and Peaceful New year, with an over-abundance of genuine Good Will.....

R. J. J. J.
EDITOR.



GARDENING CORNER (???) (SPECIAL ITEM BY OUR ULTRA-MAD
HORTICULTURALIST..ERN LEWTON)

On the occasion of the award of the Queen's Commendation to Fireman I.D. Brown at Station No.4 Brislington recently, a keen local gardener also attached to the Station made enquiries of our friend "Doc" Wheatley how he managed to obtain such a marvellous depth of colour in the red Coleus plants which he had placed around the Dais..... Doc, who is as we all know, always ready to give a helping blast of advice on such matters replied "I cross them with a Beetroot !."

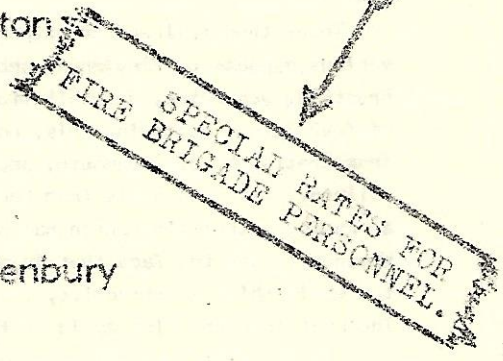
With a profusion of thanks, the local gardener departed, and it has since been revealed that beetroot seeds are practically unobtainable in the Brislington Area.

Doubtless, within the course of the next few years, a new strain of Coleus may be available known as the Silvestertorium Variety, incorporating edible roots !

ANOTHER "FIRST" FOR SOUTHMEAD STATION.....

The first Fire Call attended by a recently posted Recruit to this Station transpired to be to his own motor car ! Hope he was adequately insured'.....

- ☆ Tavern Restaurant, Clifton
- ☆ Lesters Club, Clifton
- ☆ Mendip Hotel, Blagdon
- ☆ Bristol Hotel, Clevedon
- ☆ Henbury Court Club, Henbury
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ANNUAL PARADE AND DEMONSTRATION.

On Friday October 25th last, the Annual Inspection and Demonstration took place at Station No.2 Southmead.

Amongst the Civic dignitaries present were The Lord Mayor, Mrs. Florence Brown, J.P., Cyril H. Langham, Esq., (Vice Chairman, Fire Brigade Committee), various representatives of other Corporation Departments, The Chief Fire Officer, and invited guests.

Mr. A.V. Thomas, G.M. H.M. Inspector of Fire Brigades, who had previously made his Annual Inspection of the Bristol Stations stated that once again, he was pleased to be in a position to forward a favourable Report on behalf of the Brigade.

The Inter Station Efficiency Perpetual Challenge Trophy was presented to Station Officer E. Storey by the Lord Mayor, this Trophy having been won during the year by Station No.3. Avonmouth.

Following the Presentation of the Trophy, The Lord Mayor, and H.M. Inspector walked through the ranks of the Parade, accompanied by the Vice Chairman, and The Chief Officer.

There then followed an extremely interesting Drill Demonstration, which embraced various aspects of Fireground procedure, including Rescue by means of a Wheeled Escape, Breathing Apparatus, Resuscitation, and the extinguishment of simulated fire by means of four jets. Following this, one of the two new Pumps was got to work by personnel from Station No.3. Avonmouth, and, using the High Pressure potential of the Pump, delivery, two Hose Reels from the appliance produced "Fog" and effectively subdued a raging petrol fire which had hitherto been burning in a large tank in the Yard. Whether it was the fact that Avonmouth personnel carried out the Drill which made the whole thing so effective, I would not like to say, but extremely effective it was. The heat from the fire could be felt at the extreme end of the yard.

To conclude the Drill Demonstration, two Turntable Ladders were brought on to the scene, and Line Rescues incorporating Sling, and Neil Robertson Stretcher were carried out.

In short, the whole sequence of arrangements, including the Refreshments afterward went off absolutely perfectly.... I have had the privilege of attending most of the Annual Parades since 1948.... somehow or other this one to my mind will be a vivid memory to me for a long time to come !

RECENT APPOINTMENTS AND PROMOTIONS.

Consequent upon the progressive introduction and implementation of the 48 hour week Duty System within the Brigade, three new Assistant Divisional Officer Ranks have recently been filled..... The Management of the "Fireflash" have therefore the extremely pleasant task of tendering their congratulations to A.D.O., F.C. Ponsford on the occasion of his recent promotion to that rank, and a warm welcome to two other newly appointed Officers to that rank, namely A.D.O. F.. Mead formerly of the Plymouth City Fire Brigade, and A.D.O., H.B. Hutchings, who until his recent appointment to the Bristol Fire Brigade, served with the London Fire Brigade. We are all aware of A.D.O. Ponsford's progressive association with the Brigade, but with regard to A.D.O.'s Mead and Hutchings, it would perhaps be expedient to present a brief resume' of their previous Fire Brigade activities.

A.D.O. Mead joined the Plymouth City Brigade In 1938, and during the Wartime National Fire Service era was promoted to Leading Fireman, and subsequently to the rank of Section Leader. Upon de-nationalisation in 1948 he was appointed as Sub Officer, and held this rank until he was promoted to Station Officer in 1955. It must most certainly be an undertaking to leave such a beautiful City as Plymouth to take up duties here in Bristol, with its maze of one way traffic systems - a maze which very few Bristolians of long standing have yet to resolve !

A.D.O. H.B. Hutchings joined the London Fire Brigade during December 1938, after having served for four years in the Coldstream Guards, and rising to the rank of Sergeant. Following his recall to the Army in December 1939 he re-joined the Coldstream Guards, but was subsequently transferred to the Army Fire Service, and attained the rank of Warrant Officer Class 1. During service with H.M. Forces during the War, Mr. Hutchings was awarded the M.B.E., and was also Mentioned in Despatches.

He returned to the National Fire Service (London Area) in January 1946, and was promoted to Leading Fireman in January 1949: Sub.O. in 1950 : and Station Officer in July 1954.

Congratulations too, are offered to Station Officers W.E. Plenty and T.H. Base on the occasion of their promotion to that rank on 11th. October 1963. Both these Officers, who now serve in the Fire Prevention Department, commenced their Fire Brigade service at the Avonmouth Station.

It is with extreme pleasure too that the announcement of the promotion to the Rank of Acting Station Officer is made in respect of an extremely popular member of the Brigade, namely Sub Officer T.H. Hale.... Tom has served at the Central Station for the past eighteen months, prior to which he was attached to Avonmouth.

Sub Officer R.C. Taylor, another former member of the Avonmouth Station was promoted to Station Officer during November. Stn.O. Taylor, who has also served in the Fire Prevention Department is now attached to Brigade Headquarters, and works in close liaison with Assistant Divisional Officers Mead and Hutchings.

Acting Station Officer M.J. Britton has also been promoted to the rank of Station Officer with effect from 22nd. November last, and continues to serve at the Bedminster Station.

Now for news of a "Fireflash" stalwart, namely Auxiliary Fire Service Sub Officer A.J. Walder.... It is with extreme pleasure that his promotion to that of A.F.S. Station Officer is announced. Mr. Walder, who is obviously a keen member of the Service, has participated in numerous Exercises held during the past years, both at home, and away. He is a Representative of the "Fireflash" and has kindly sent in extremely interesting articles from time to time since the formulation of the Brigade Magazine.

Other recent promotions are :- Leading Fireman S. Neale, to Acting Sub.O. L.Fm. I. Player to Acting Sub Officer (Stations 2 and 1 respectively).

Fm. G.B. Young (Stn.6) to L.Fm. Fm. B. Probert (Stn.5) to L.Fm.
Fm. R. Wyatt (Stn.1) to L.Fm. Fm. R.F. Stanley (Stn.3.) to L.Fm.

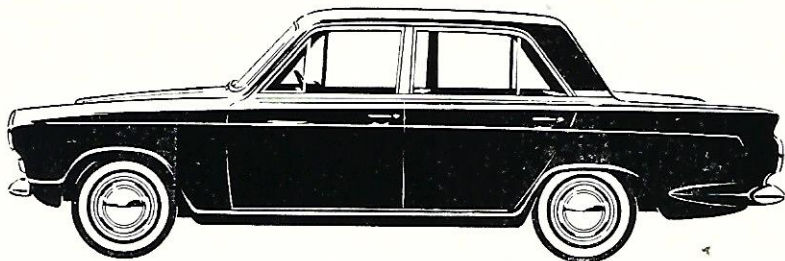
In addition, Fm. Denton, Hedges, Hewitt, and Redman are promoted to the rank of Acting Leading Fireman.

BRISTOL WATERWORKS CO., SOCIAL & DANCE FRIDAY 20th. DECEMBER.

I have been asked by Fireman R.L. Lloyd of Station No.1 Central, to inform readers that he has tickets for sale at 5/- each (Inclusive of Buffet) for the above Social and Dance, to be held at Fairfax House on FRIDAY 20th. DECEMBER 1963.

Anyone Interested in attending should contact Bob Lloyd, "RED WATCH", Central Fire Station, Bridewell Street, Bristol.1.

FOR YOUR NEW

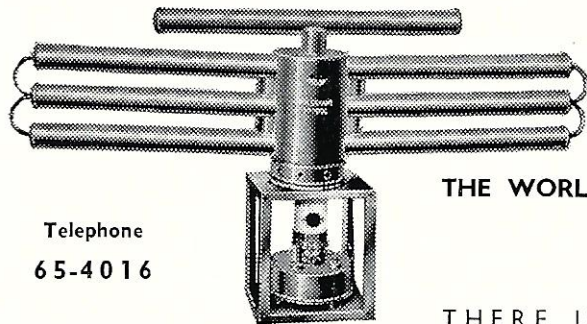


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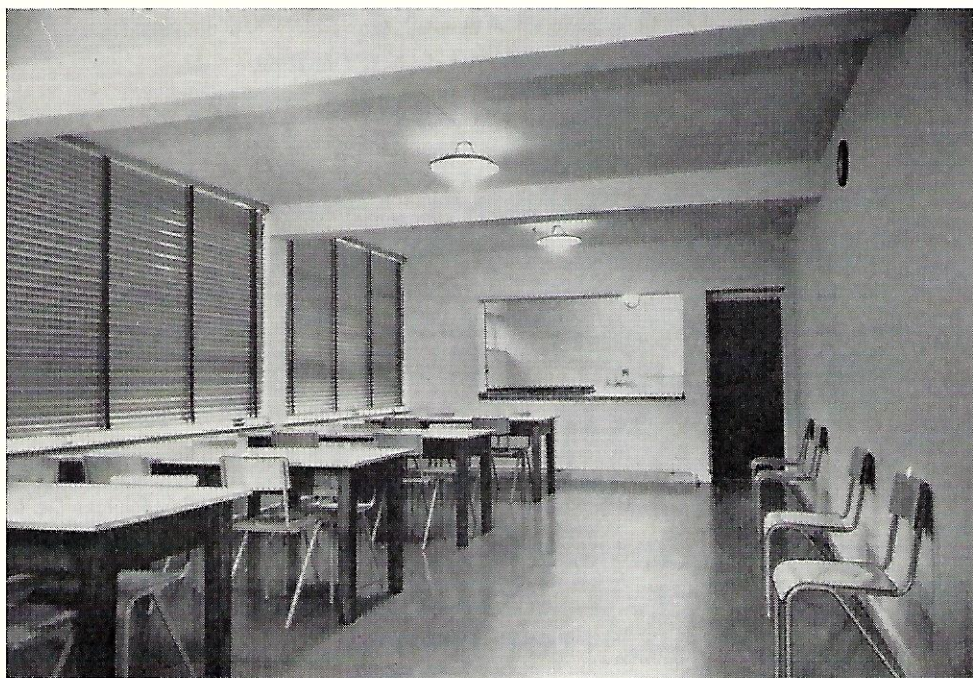
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AVONMOUTH FIRE STATION.

R.H. Gapper (Headquarters)

In the Summer edition of "Fireflash", I presented a full page photograph of the Avonmouth Station, and in previous editions, have progressively worked through the various other new Stations.

I had hoped to have completed this sequence by highlighting Speedwell Fire Station in this issue, but unfortunately, it was not possible to obtain a block for the purpose of the photographic reproduction on the opposite page...

However, for the time being, it was expedient to utilise two smaller photographs relating to the new Avonmouth Station, and these appear on the facing page.

The top picture portrays the Station Watchroom Console, and various items used for the receipt and transmission of both Operational and Administrative messages, together with Shipping Disposition Board, Fire Situation Board, and Schedule of Pre-determined Attendances to Special Risks. A miniature map of the Avonmouth and Royal Edward Dock Area is embraced within the console, and by the manipulation of plugs into respective sockets, the disposition of any given Docks Fire Alarm location may be quickly determined.

Station No.3. Watchroom Procedure is perhaps a rather unique study in itself when compared with the average Bristol Station (apart of course from the Brigade Control itself) in that in the event of a call being received to the Dock Area, numerous Port of Bristol Authority Officials have to be informed, in addition to which under certain circumstances, action has to be taken by the Watchroom Attendant to enable the Junction Cut Swing Bridge to be opened in order to afford unrestricted passage of the Fireboat "Endres Gane" into the "Old Dock" basin. Similarly, identical steps have to be taken when access into the Oil Basin is necessary when responding to Shipping incidents involving Petrol or Oil Tankers.

A Call may be received at this Station in any of FIVE ways....Namely, by Running Call, Brigade Control, Exchange Telephone, Direct line from P.B.A. Police, or Docks Automatic Telephone. The Indicator Panel of the Docks Fire Alarm System is installed at the new P.B.A. Police Station, at the Main Gate, and in the event of any of the Alarms being actuated, the Police inform the Station through the medium of the Direct Line, which terminates at a red instrument on the console. Direct Lines leave the switchboard for the Fireboat Station, Eastern Arm, and the old Green Lane Station, which is now used as a Foam Compound Store. Priority Signalling is of course incorporated, between the Console, and Brigade Control, as in the case of other Stations.

The lower photograph shows a general view of the Mess Room, and servery.. Quite a different picture to the days - not long past, when personnel obtained their meals from an old fashioned scullery in the Green Lane era !

BRIGADE APPLIANCES.

R.H. Gapper
(Headquarters.)

On the facing page I have presented a photograph of the Emergency Tender 190 LHY which is allocated to the Central Station.

This appliance, which was commissioned during 1961 is extremely versatile, by virtue of its operational potential being such that it can supply sufficient power from its built in generator to support extremely efficient floodlighting and/or power tools. Additionally, Oxy-acetylene cutting equipment, together with Heavy lifting gear comprises part of the complement of Rescue gear.

Breathing, and Resuscitation Apparatus is also carried, together with a fully comprehensive stock of spares for field maintenance if required.

The appliance is fitted with Twin note audible warning horns, and blue flashing beacon, in accord with standard Brigade practice.

Once again, it is perhaps opportune to mention that this appliance is a familiar sight to present members of the Brigade, but it is thought opportune to present a photograph for the benefit of other readers.

Any minute now, so to speak, another very faithful member of the Brigade will be leaving us... namely Leyland Pump HY 9756. Tenders have been invited for any outside organisation to purchase this appliance, and to those members of the former Bristol Police Fire Brigade, this may possibly prove of interest, particularly in view of the fact that this particular appliance, which was purchased round about 1934, has since that time been almost without exception, in the front line. Like all her other Leyland "relatives", she has given service of the highest possible degree. It is indeed a great credit to such members of the Brigade as Jack Britton, Ted Howard, Jack Sweet, (and now retired) and Ernie Burt, that ALL these appliances have been kept on the run for so very many years, and I have no qualms in my mind that such good service could not be had from any make of appliance - even a Leyland, without the extremely meticulous care and nursing which our good friends have lavished upon them over the years.

Two new Wireless equipped Land Rovers will shortly be put into service, as the result of the appointment of additional Assistant Divisional Officers to the Brigade. This medium will enable these officers to be highly mobile, and in constant contact with Fire Control whilst they go about their routine calls to Stations, visits, etc.

One further point of interest... The Avonmouth Turntable Ladder, FHT 674 has recently spent a month or so on "detached duty" at Exeter Fire Brigade Headquarters, whilst the Turntable Ladder belonging to that Brigade has undergone a "check up". No doubt the presence of this appliance in that City caused a minor stir when responding to calls there.



ABBOTS POOL



EMERGENCY TENDER

OUT AND ABOUT

Despite the fact that Winter is with us, many Summertime haunts are equally picturesque when the frost or snow (within reason) is in evidence also.

The picturesque Abbots Pool, which is situated on the Somerset side of the Avon Gorge, is no exception under such circumstances.

Like so many other beauty spots with which Bristol is favoured, this delightful spot may be visited all the year round, and is within half an hour's ride of most of our local readers.

It is on the main Portishead road, approximately a mile from the top of Rownham Hill, on the left hand side.... At this time of the year, on a nice sunny afternoon, it is an ideal place for peace, fresh air, and beauty.

Readers of the "Summer" 1963 edition of the "Fireflash" will recall that a new Central Station representative had been nominated, namely Fireman H. Hardy....

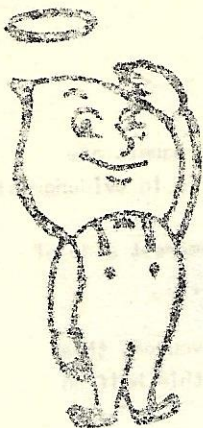
With regret at having to do so, I reproduce herewith Harry's contribution to this Issue, in respect of material received for inclusion in this Issue.....
... (ED.)

"READERS WILL BE GRIEVED TO LEARN OF THE DEATH OF GENERAL INTEREST
AT STATION NO.1 CENTRAL..... HE HAS BEEN SUCCEEDED BY
GENERAL APATHY !



MOTURING SECTION

R.H. Gapper.



On Sunday November 3rd last, a Car Rally was held, commencing at Southmead Fire Station at 10.15 a.m. and the route covering Bedminster Down, Long Ashton, Nailsea, Brookley Combe, Bristol Airport, Redhill, Blagdon, Chew Magna, Dundry, Whitchurch and Knowle. The Rally ended at Brislington Fire Station, where reversing Tests were carried out.

Sixteen cars were entered, and a really lovely morning - the first nice day for a long time - enhanced the whole thing. Coupled with the very pleasant drive which was the work of Fireman Ernie Lewton of Southmead Station, and to a much lesser degree, myself. Ernest and I ran around the route a week or so prior to the Rally, working out the Clues, and I must admit that it was with a great amount of trepidation that I awaited the return of the contestants at Brislington Station at the conclusion of the actual Rally. I was expecting severe criticism of the whole thing, and was more than ready to blame Ernie for any such complaints. In every instance however, nothing but praise was forthcoming, so I had no alternative but to take full credit for the picturesque run myself - particularly as Ernie was safely tucked away in the Watchroom at his own Station at that particular moment!

Boxes of sandwiches were presented to each contestant, and for this added touch of domesticity, thanks are due to my wife for spending half the night preparing them. I would also add my appreciation to Mr. David J. Trotham, who, with Miss J. Elson, very effectively conducted the Hill Climb Test at one of the Checkpoints!

The Winner of the Rally was Mr. Dennis Mansfield, who is a member of the Bristol Austin Car Club, and has himself on numerous occasions devised Rallies for that particular organisation. He has been forwarded a Voucher for £2 for presentation to The Jewel Box, Fairfax Street, Bristol.1. for subsequent selection of a gift to that value.

The Rally was held under the name of this Magazine, and it was intended that any profit therefrom would be paid into the Magazine Fund. Unfortunately however, no such profit was made, and the reverse was the case, in that the revenue from a certain advertisement was used to provide for the Prize. Anyway, it was well worth it, as so many people had an enjoyable drive around the countryside, which was in itself quite sufficient, apart from winning a prize.

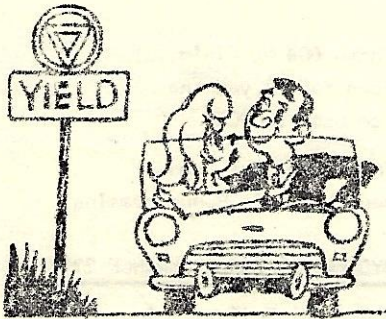
Perhaps in view of the success of the November Rally, we may have more entrants for the next one.

MOTORING SECTION (Ctd.)

When this will be is of course not yet known, as the Winter Season is upon us, with the possibility of conditions which could preclude the safe implementation of a Rally. It is best therefore, to wait until the Spring.

Certain of the participants of the November Rally suggested that there should have been arrangements included to terminate the proceedings in a Public House, where a congenial "get together" could have been made. This idea might well be borne in mind on future occasions. There is however one point which should be remembered, and that is the "DON'T DRINK AND DRIVE" proverb !

When a Rally is devised under the jurisdiction of any Organisation, in this particular case, the "Fireflash", it is essential that the whole thing is carried to a safe conclusion. Traffic conditions are such that there is no absolute certainty that a prescribed route may be negotiated with complete freedom from the danger of accidents, and it is as well to remember that half an hour's moderate drinking COULD precipitate such an accident.



Colin Lowther

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Consult me before renewing your present Policy... I can, and I will save you money..... Either write, telephone, or call. Service is available all day, evenings, and week ends.

Yours sincerely.....

C. Lowther

HOLIDAY SNAPSHOT COMPETITION.

The response in respect of this Competition was quite good, although it would have been nice to have received many more entries.

The coloured (Transparency) Section of the Competition was won by Fireman E.G. Lewton, of Station No.2 Southmead, and, in accordance with the provisions of the Competition held in the Summer 1963 edition of the "Fireflash" the One Guinea Prize has been forwarded to Mr. Lewton.

The transparency sent in by him was one of the audience of the Punch and Judy Show on Weston super Mare sands.... The colour, coupled with the facial expressions of the children was instrumental in determining this particular subject as the winner.

In further accord with the conditions of the Competition, the winning Black and white entry constitutes the front cover of this publication, and was sent in by Fm. J. White of Southmead Station. It is of course a view of a much photographed subject, namely Castle Combe.

It is truly amazing, that photographs and transparencies of places far and wide - even Naples, should take second place to two so very near home. However, there it is.... The Competition was placed in the hands of the Bristol Camera Centre, and was conducted with the highest degree of impartiality.

UNCLE TERRY'S CHILDRENS' PAINTING COMPETITION

As stated in the "Autumn" issue of the "Fireflash", the result of the above Competition is contained in this Issue..... There was no difficulty in coming to the conclusion as to the winner of this particular Competition, for the simple reason that no one entered !

UBIQUE CONTROL.

Tom Miller (H.Qrs.)

Who's always in demand..... The Control Room Staff... The Control Room Staff...

Who's always in the wrong.... The Control Room Staff... The Control Room Staff !
With Docs and Dees, and lively Soubrettes - a Cast well worthy of its setting...

And the Messages it takes from surrounding hills and lakes are inclusive of
all action but Post Betting.

It would amusing be, if wired for T.V. our Brethren in Control could so be screened,
And each and every one household names soon would become.

Enjoying fame beyond the wildest dreamed...

We'd have Doctor (No ! NOT Kildare) but a gent as debonaire, and instead of Livingstone
we'd have our Stanley,

And the Ladies' Chorus Fair would leave the "Toppers" in the air... The
Public soon deserting Andy Pandey.

But alas, as always so, they soon would sure to go for the higher money on the other
Channel....

Then we'd have to raise their pay to get them all to stay... or a thirty hour
week and lots of flannel.

But let us doff our caps to both the Girls and chaps who sit there caged as if at
Bristol Zoo.

And remember.. when you're "Calling" - KILL the urge to do some "Balling"...
As there are others on the line as well as YOU. !!!

BRIGADE TABLE TENNIS ACTIVITIES.

The Brigade Table Tennis Team, under the Captaincy of Leading Fireman John Barnes, continues to progress from "strength to strength" as the saying goes. Matches are arranged for the Season, and the "Home" ground is Brislington Fire Station..... Of the nine Matches played so far this Season, the Team have won eight, and were, until December 3rd. Top of the League. Unfortunately, late arrival, and non-attendance of one member on this occasion did not enhance the position.

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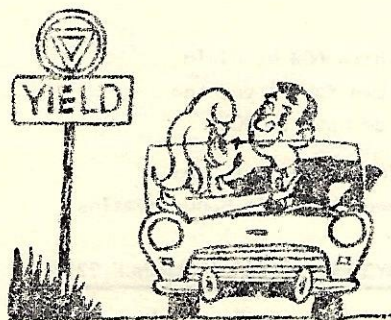
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MOTORING SECTION (Ctd.)

When this will be is of course not yet known, as the Winter Season is upon us, with the possibility of conditions which could preclude the safe implementation of a Rally. It is best therefore, to wait until the Spring.

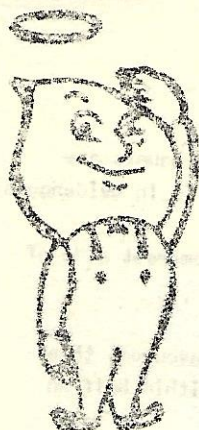
Certain of the participants of the November Rally suggested that there should have been arrangements included to terminate the proceedings in a Public House, where a congenial "get together" could have been made. This idea might well be borne in mind on future occasions. There is however one point which should be remembered, and that is the "DON'T DRINK AND DRIVE" proverb !

When a Rally is devised under the jurisdiction of any Organisation, in this particular case, the "Fireflash", it is essential that the whole thing is carried to a safe conclusion. Traffic conditions are such that there is no absolute certainty that a prescribed route may be negotiated with complete freedom from the danger of accidents, and it is as well to remember that half an hour's moderate drinking COULD precipitate such an accident.



MOTORING SECTION

R.H. Gapper.



On Sunday November 3rd last, a Car Rally was held, commencing at Southmead Fire Station at 10.15 a.m. and the route covering Bedminster Down, Long Ashton, Nailsea, Brookley Combe, Bristol Airport, Redhill, Blagdon, Chew Magna, Dundry, Whitchurch and Knowle. The Rally ended at Brislington Fire Station, where reversing Tests were carried out.

Sixteen cars were entered, and a really lovely morning - the first nice day for a long time - enhanced the whole thing. Coupled with the very pleasant drive which was the work of Fireman Ernie Lewton of Southmead Station, and to a much lesser degree, myself. Ernest and I ran around the route a week or so prior to the Rally, working out the Clues, and I must admit that it was with a great amount of trepidation that I awaited the return of the contestants at Brislington Station at the conclusion of the actual Rally. I was expecting severe criticism of the whole thing, and was more than ready to blame Ernie for any such complaints. In every instance however, nothing but praise was forthcoming, so I had no alternative but to take full credit for the picturesque run myself - particularly as Ernie was safely tucked away in the Watchroom at his own Station at that particular moment !

Boxes of sandwiches were presented to each contestant, and for this added touch of domesticity, thanks are due to my wife for spending half the night preparing them. I would also add my appreciation to Mr. David J. Trotham, who, with Miss J. Elson, very effectively conducted the Hill Climb Test at one of the Checkpoints !

The Winner of the Rally was Mr. Dennis Mansfield, who is a member of the Bristol Austin Car Club, and has himself on numerous occasions devised Rallies for that particular organisation. He has been forwarded a Voucher for £2 for presentation to The Jewel Box, Fairfax Street, Bristol.1. for subsequent selection of a gift to that value.

The Rally was held under the name of this Magazine, and it was intended that any profit therefrom would be paid into the Magazine Fund. Unfortunately however, no such profit was made, and the reverse was the case, in that the revenue from a certain advertisement was used to provide for the Prize. Anyway, it was well worth it, as so many people had an enjoyable drive around the countryside, which was in itself quite sufficient, apart from winning a prize.

Perhaps in view of the success of the November Rally, we may have more entrants for the next one.

HOLIDAY SNAPSHOT COMPETITION.

The response in respect of this Competition was quite good, although it would have been nice to have received many more entries.

The coloured (Transparency) Section of the Competition was won by Fireman E.G. Lewton, of Station No.2 Southmead, and, in accordance with the provisions of the Competition held in the Summer 1963 edition of the "Fireflash" the One Guinea Prize has been forwarded to Mr. Lewton.

The transparency sent in by him was one of the audience of the Punch and Judy Show on Weston super Mare sands.... The colour, coupled with the facial expressions of the children was instrumental in determining this particular subject as the winner.

In further accord with the conditions of the Competition, the winning Black and white entry constitutes the front cover of this publication, and was sent in by Fm. J. White of Southmead Station. It is of course a view of a much photographed subject, namely Castle Combe.

It is truly amazing, that photographs and transparencies of places far and wide - even Naples, should take second place to two so very near home. However, there it is.... The Competition was placed in the hands of the Bristol Camera Centre, and was conducted with the highest degree of impartiality.

UNCLE TERRY'S CHILDRENS' PAINTING COMPETITION

As stated in the "Autumn" issue of the "Fireflash", the result of the above Competition is contained in this issue..... There was no difficulty in coming to the conclusion as to the winner of this particular Competition, for the simple reason that no one entered !

UBIQUE CONTROL.

Tom Miller (H.Qrs.)

Who's always in demand..... The Control Room Staff... The Control Room Staff...

Who's always in the wrong.... The Control Room Staff... The Control Room Staff !
With Docs and Dees, and lively Soubrettes - a Cast well worthy of its setting...

And the Messages it takes from surrounding hills and lakes are inclusive of
all action but Post Betting.

It would amusing be, if wired for T.V. our Brethren in Control could so be screened,

And each and every one household names soon would become.

Enjoying fame beyond the wildest dreamed...

We'd have Doctor (No ! NOT Kildare) but a gent as debonaire, and instead of Livingstone
we'd have our Stanley,

And the Ladies' Chorus Fair would leave the "Toppers" in the air... The

Public soon deserting Andy Pandy.

But alas, as always so, they soon would sure to go for the higher money on the other
Channel....

Then we'd have to raise their pay to get them all to stay... or a thirty hour
week and lots of flannel.

But let us doff our caps to both the Girls and chaps who sit there caged as if at
Bristol Zoo.

And remember.. when you're "Calling" - KILL the urge to do some "Balling"...
As there are others on the line as well as YOU. !!!

BRIGADE TABLE TENNIS ACTIVITIES.

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DIAMOND WEDDING ANNIVERSARY.

Heartly Congratulations to Mr. and Mrs. HERBERT JAMES, of 245 Passage Road, Westbury on Trym, Bristol, on the occasion of their DIAMOND Wedding Anniversary recently. Herbert was formerly a member of the Bristol Police Fire Brigade (65 '61) and retired from the Brigade on 6th.Feb. 1929. He is now 85 years of age, and Mrs. James 81..... WELL DONE, AND THE VERY BEST TO YOU BOTH FOR MANY MANY MORE YEARS !

SILVER WEDDING ANNIVERSARY.

Congratulations to Mr. and Mrs. Tom Miller on the occasion of their recent Anniversary. Although few if any, members of the Brigade have had the pleasure of meeting Tom's wife's parents, they also celebrated their GOLDEN Anniversary on the same date. CONGRATULATIONS

DEATH

The recent death of Mr. Albert Leighton is announced with deep regret. Mr. Leighton was the pre-war Chief Fire Officer of Weston-super-Mare. He was a well known figure in N.F.S. 17 Area during the War.

"FIREFLASH" CAR RALLY.

G. Harris (Speedwell)

The members of this Station who took part with their wives in the Rally held on 3rd. November last really enjoyed the event, and hope it will be the forerunner of many more. Several commented that a few more obstacles in the Reversing Test could be included in future Rallies.... It obviously went down well with everyone participating, and there could well be a larger number of entries in future.... The Speedwell participants congratulate everyone concerned with the last Rally, for a really good show.....

....IF YOU LADS WANT IT MORE COMPLICATED....MORE COMPLICATED WILL IT BE
NEXT TIME !!! THANK YOU FOR YOUR FAVOURABLE COMMENT THOUGH..

....(ED.)

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IMPORTANT NOTICE TO ALL MEMBERS OF THE

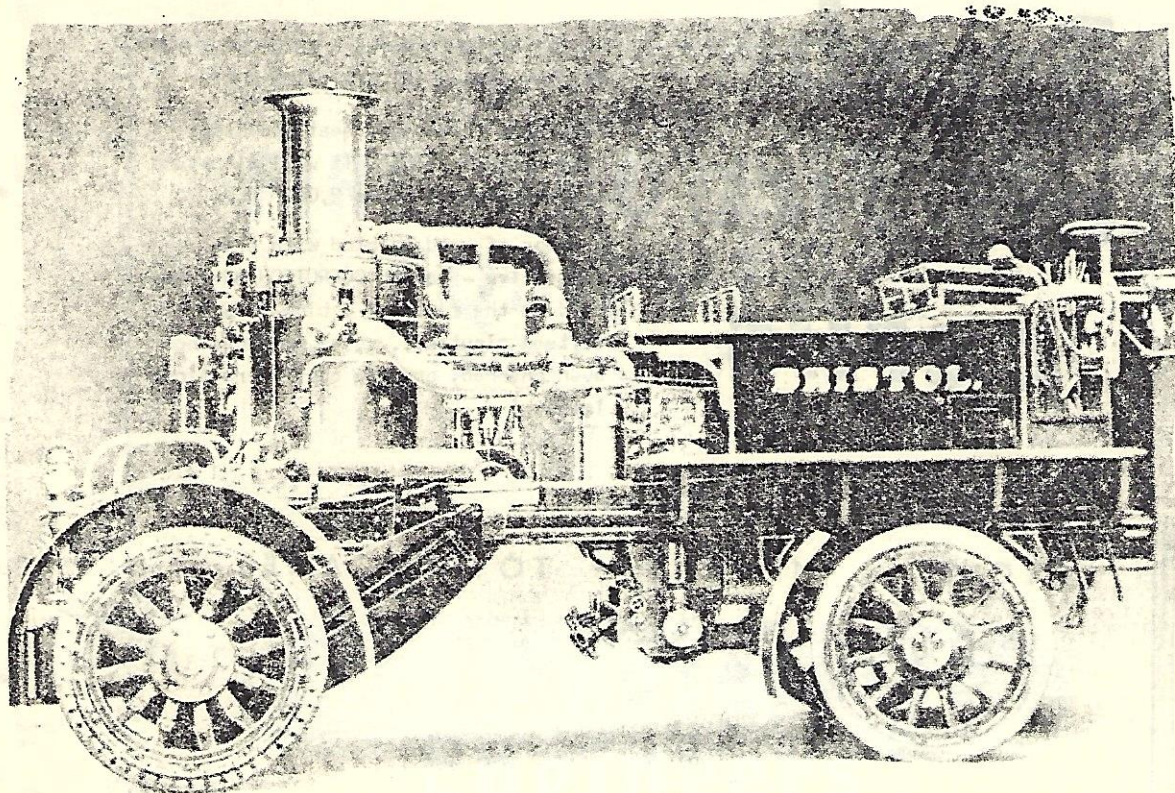
FIRE BRIGADE

WE SHALL BE PLEASED TO GIVE YOU A 15% (3/- IN THE POUND) DISCOUNT ON ALL CASH PURCHASES.....

COME AND SEE THE LARGE STOCK OF DIAMOND ENGAGEMENT RINGS, WEDDING RINGS, ETERNITY RINGS, DRESS, AND
SIGNET RINGS.....

OVER FIFTEEN HUNDRED WATCHES TO CHOOSE FROM..... CLOCKS..... DRESSING TABLE SETS....GOLD LOCKETS.....
CROSSES..... CHAINS..... BRACELETS..... NECKLETS.....EAR-RINGS..... BROOCHES.....CUTLERY.....
COSTUME JEWELLERY..... In short... Everything you expect to find in a Jeweller's Shop !!

GIFTS FOR ALL OCCASIONS



Reproduced above is a photograph of one of the old stalwarts from the Steamer era, which, as will be noted, was at one time a member of the Bristol Brigade. (Photo by permission of Merryweather & Sons Ltd.)

THE "FIREFLASH" MANAGEMENT COMMITTEE WILL, I AM SURE DESIRE TO JOIN ME IN EXPRESSING APPRECIATION TO THE BRISTOL CORPORATION PRINTING AND STATIONERY DEPARTMENT, FOR THEIR PAINSTAKING AND PATIENT TOLERANCE AND HELP DURING THE PAST YEAR IN PROVIDING THE PRINTED SECTIONS OF THE MAGAZINE.....

AN EXTRA SPECIAL SEASONAL GREETING TO ALL MEMBERS OF THAT DEPARTMENT !!

..... (ED.)

Brush off fire perils

SCIENTISTS ARE WAGING A SUCCESSFUL WAR
AGAINST FIRE-RISK, DUST, AND RUST.....

They have produced a heat-resistant
protective so tough, it will withstand
temperatures of up to 2,000° F.

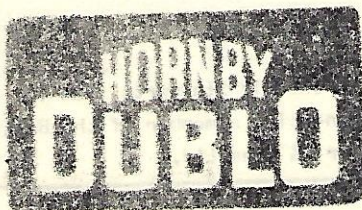
A piece of wood painted with this
protective - called CORROTECH HR - was
held in the flame of a blow-lamp for
fifteen minutes.....The wood was not
even charred, and the coating remained
Intact !

CYCLES * MOPEDS * TOYS & GAMES

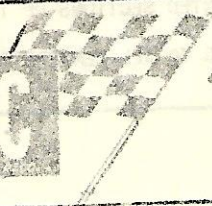
Max Williams

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BRIGADE PERSONALITIES.

Harry Jackson.

In the year 1919 a North Country man came to Bristol to take up the position as Superintendent of the Bristol Police Fire Brigade.... His name - Frederick Cade - a name which is practically unknown amongst the Bristol Firemen of today, but a name that will always be remembered with high respect by those of us who had the honour to serve under him.

He was a man of fine physique, possessing a stentorian voice, and was a commanding figure in uniform embellished with much gold braid which could have been the envy of any Admiral of the Fleet. He was one of those of which there are so few these days, in other words, a Chief Officer AND a Fireman. He always made immediate response when the bells went down, and was invariably aboard the First Appliance before any other member of the crew. I well remember how we used to make every endeavour to "beat the 'Super' to it" particularly on night calls. From our quarters in the old Bridewell Station, we had to come down two poles, and run across the yard to the Engine House. Fred Cade however, had to descend three flights of stairs from his quarters into the yard, but he was first each time!

During his first six years of office, his Officers and men were living in on the Station, performing the Continuous Duty system, such system was the vogue in most Brigades in the country at that time. In 1926 the Brigade strength was increased by twenty to enable the Two Platoon System of duty to be instituted. This system necessitated the Day Duty Platoon to work seventy hours per week, and the Night Platoon ninety-eight hours per week. (If these hours were in operation today, there would be Mass evacuation of personnel all over the Country!) Superintendent Cade, with the liaison of the Police Federation did however try hard to get a 48 hour week, but the Watch Committee decided against it as it would prove too costly. In those days, it would have meant another farthing on the rates.

This man inspired all of us - "His Lads" as he termed it? with confidence.... Not one of us actually feared him, because we all respected him..... Fear and respect just doesn't mix. It is quite true that at a big fire when the crowds gathered he played to the crowd as it were. We all accepted that in addition to being a true Fireman, he was also a showman, and we liked him all the more for this. However large the blaze or complicated the incident, he never became excitable. He gave orders for the placing of appliances and personnel in their most suitable positions, then became one of the lads himself, dragging hose here, helping a man with a branch there, and when we returned to the Station wet and dirty, so did he.

He always had the interests of the "Old hands" at heart, equally as he did the young Recruit. If there was any domestic trouble in the life of any of his men, he wanted to know... not out of idle curiosity, but because he wanted to help in

In any possible way he could. He had no time for the lazy types at the Station, or the "dryfoot" on the fire ground. To try any of these tricks, was the quickest possible medium of getting one's name on the "Roll of Honour" at the nearest Employment Exchange !

When Fred Cade took up his Appointment here from Rotherham, he termed our Central Station as a "Dump", whilst the Station he had left was the last word in perfection..... A few months later however, one of Fred's colleagues from Rotherham called into the Bristol Central Station and got into conversation with "our chaps". He commented on what a nice Station we had, and how extremely modern everything was. When asked about the Rotherham Station, he replied that they had only one Appliance, and that was kept in a shed in the Corporation Yard there !

Even this bluff, when it was revealed, failed to shake our high regard for Fred, and this regard and respect remained unaltered during the thirteen years that we were fortunate enough to have him for our Superintendent. When he retired in 1932 he left behind a worthy successor, who, a few years later was to become Superintendent himself.... his name... Bert Maunder, a worthy pupil of a worthy teacher.

During his years of retirement how really proud Fred Cade must have felt hearing of many of his "lads" attaining high positions in various Brigades throughout the country.

When he died in 1947, his Epitaph could very well have been "WELL DONE - THOU GOOD AND FAITHFUL SERVANT."

When present day Fire Service Training Schools and Colleges can produce men of his type, then they will certainly have achieved greatness.



"Is that your
Jaguar outside
the staff en-
trance?"

F L A S H B A C K THE CHARFIELD RAILWAY DISASTER.

Harry Jackson.

It was at 5.30 a.m. on Saturday October 13th. 1928 that the most terrible railway disaster of that time occurred on the Gloucester side of Charfield Railway Station, when the Newcastle-Leeds-Bristol Mail Train travelling at over 70 m.p.h. crashed into a goods train which was backing into a siding at the Station. The impact was such that it was heard over two miles away.

To add to the terror of the scene two coaches were telescoped, and burst into flames thus bringing other carriages and goods wagons into a mass of flames, and trapping many of the passengers who were already trying to make their escape from the overturned coaches. In one case a goods wagon had toppled over on to one of the coaches, thus preventing escape by the occupants.

To give an idea of the tremendous force of the impact caused by the crash, one coach was hurled up on end, and came to rest against the parapet of the railway bridge. One man was thrown into the roadway of the bridge and escaped serious injury... A woman was thrown clean over the bridge and landed on the track on the Charfield Station side of the bridge, and later died of severe injuries.

No road traffic was allowed across the bridge, as it was feared that the bridge might collapse when the upended coach was removed. This necessitated the ambulances from Bristol and Gloucester taking on the injured from each side of the bridge. In the case of the Bristol Ambulances, an additional hazard presented itself, in that the injured had to be carried up a very steep railway bank. In addition to the Bristol and Gloucester Ambulances attending, a special Ambulance Train was sent to the scene from Bristol. In accordance with normal procedure, the work of the St. John Ambulance Service was truly magnificent.

In conjunction with the Brigades from Gloucester, Stroud, and Wotton under Edge, the Bristol Brigade responded with Leyland Escape HT 3200 towing a Trailer Pump. The Call was received at the temporary headquarters of the Brigade at Quakers Friars. (It was at the time when the present Central Station was being built). Superintendent Cade and Inspector Lear led the way through dense fog in what was then known as the Brigade visiting car. The crew of the Escape comprised Fireman Hart, Farr, Philpott, and myself (Harry Jackson).... Despite the extremely bad visibility, we were all on the scene in a matter of 35 minutes.

The Gloucester Brigade had to obtain their water from a stream which was more than a quarter of a mile away. Due to the usual commendable foresight of Supt. Cade however in taking the Trailer Pump, we got it to work on the line close to the water tank used for filling the locomotives, and through the medium of an empty tar barrel which was found nearby which was placed under the feed pipe from the tank, we were able to control the supply in accordance with the demand of three jets which were operated from the pump.

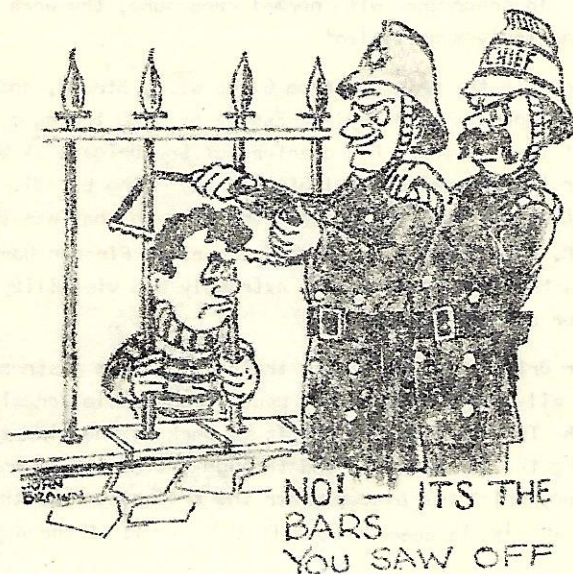
The fire had so speedily travelled from coach to coach, that when we arrived, the moans and screams of the trapped passengers could still be heard. It was an absolute impossibility to rescue them all.

On the Monday morning following the incident, the death roll was given as twenty, with only three identified. Many others were injured.

A curious sequel to the disaster was the mystery of two little children who were killed, but were never identified. Despite numerous enquiries which have been made, no light has been thrown on their identity. Stationmasters all along the line were questioned, but to no avail. My personal theory for what it is worth, is that the person or persons with whom the children were travelling were never found, having been presumably consumed completely by the fire. As an illustration of the intensity of the heat, I saw parts of the underframe of coaches literally melting and running like a treacly substance.

The two children, together with other unidentified victims of the disaster, were buried at Charfield Church.

Up to that particular time, the Charfield Rail Crash was the longest journey made by appliances and personnel of the Bristol Police Fire Brigade. It was also an unforgettable experience.



A TRIP TO PESARO (ITALY).

Not even the sight of the rain-swept tarmac of Southend Airport could dampen our spirits. To us this was a new adventure and we had just alighted from the midnight coach from Bristol, - perhaps a little drowsy, but nevertheless elated at this opportunity to sample the delights of a Continental Holiday.

The flight to Ostend was rather bumpy beneath a cloudy sky, then, with the formalities of Customs behind us we were away on the Autobahn through Belgium. At Brussels we had lunch, and were afforded time for a shopping expedition and an insight into the mad - utterly mad, Continental style of driving..... Every other motorist is a potential Jim Clark, and jay-walking pedestrians are fair game.

Our first night was spent at Luxembourg, and it was delightful. Marvellous hotel accommodation had been arranged, and after a breakfast of delicious hot rolls and butter, with creamy coffee, we passed over the border into France.

At Nancy we saw an Official going to church in period costume, splendidly arrayed in three-cornered hat, doublet, and velvet cloak. We saw too, our first Gendarme, but he was either too over-officious or non-photogenic, and he strictly forbade us to photograph him.

Then we were away into the breath-taking loveliness of Switzerland which is more, much more even than one's wildest dreams. The fabulous St. Gothard Pass, and picturesque chalets nestling under the snow-covered Alps is straight from those childhood story books with their pictures of Fairyland.

We awaited the sunrise at Lake Lucerne at 5.30 a.m., and were well rewarded. Over the quaint wooden bridge with its covered walk there appeared a Swiss gentleman with a brief case in one hand, and a magnificent dead fox in the other. A party of school children in National Costume arrived and sang melodious Folk Songs in the morning mist. Towering above Lucerne, the snow caps had taken on a rose-tinted hue, and the poor overworked camera chose this particular point to rebel against non-stop functioning and, most unfortunately jammed! Many irreplaceable shots were lost, and I can assure readers that much hot air laced with horrible invectives was created at that particular time!

The enchanting blue of Lake Maggiore, and Lake Lugano, and the beautiful town of Stresa with its tropical palms unfolded before us that day. Bella, Bella.... yes it is so very beautiful that one cannot describe it. Like rare wines, they must be sampled personally, and what delight and memories will then be yours !!!

Milan, sprawling industrial giant, was dirty and ugly, redeemed only by the Cathedral, The Gallery and the Opera House. Perhaps I should add also the immaculate white-uniformed policemen, and the rather quaint Trams.

At an average speed of 50 miles per hour, our King Coach ate up the 80 miles of the Autobahn between Milan and the Adriatic Coast, and as the sun shone mercilessly down from a clear blue sky we reached Modena. Here we changed coaches and found the streets so hot that we dived into the nearest cafe for cooling "Oransoda" and "Gelati Cassata" - the most delicious ice cream confection imaginable. It made the sweltering 90° bearable !!

Through the outskirts of Cattolina, Rimini and Riccione - "The pearl of the Adriatic", southwards into Pesaro, our destination. Here, modern and ancient styles of architecture are found side by side with palatial hotels and the bluest of blue skies. The beaches have wonderful sand with good bathing facilities. Colourful Italian beach vendors add lustre to the scene whilst they sell drinks, fish, and other delicacies.

From the hotel balcony the multi coloured beach umbrellas look like confetti scattered upon the silver sand. At night too, a million coloured lights twinkle in the velvet blackness of the Adriatic, illumined now and then by the brilliance of harmless summer sheet-lightning.

In the fruit markets, huge ripe golden peaches can be bought for a PENNY EACH ! Huge Sundew Water Melons, and grapes are also fantastically cheap, but a cup of so-called English tea with a biscuit will cost you THREE SHILLINGS AND TUPPENCE !

The evenings are warm and balmy, and one can laze around and be entertained by an outdoor Cabaret until three in the morning. Service charges in the Cafes are high and the English pound notes seem to vanish very quickly....(Don't bother with Travellers Cheques).

San Marino, one of the smallest, if not the smallest Republic in the world, is set in bandit country with glorious views of the Apenine Range. We encountered a Film Unit on location there, and the local police force were so perturbed at disrespectful tourists walking across the set that we were almost thrown into the Prison or dungeon as offending persons. However, we regaled ourselves with "La Crema de Christi" at 3/10d per bottle, and returned to our coach with Silk Blouses, leather bags (both at £1 each) and other presents of liqueur and chocolates.

On our last day the jovial, portly Italian beach-hut attendant with her nut-brown bambini bid us "Arriver Dercei" and a sad, nostalgic silence settled upon each of us as we took our seats in the coach once more.

We retraced the Autobahn route up the mainland of Italy to Milan, and then ascended the Simplon Pass with its fascinating yet terrifying snow covered heights through France to Paris. Nature greeted us with the coldest September day for 90 years, and how it rained !! A conducted tour of the Eiffel Tower, the Champs Elysee, and other points of interest, all floodlit, proved a wonderful experience.

At Ostend Airport we were deprived of the opportunity of purchasing Whiskey at 7/6d per pint, and Senior Service cigarettes at 13/3d. for 200, by an unexpected and urgent call to our aircraft..... What a shame !!

Eventually we boarded the midnight coach at Victoria, arriving in Bristol at 9 a.m. and even though some of the elation of our trip still lingered, this proved something of an anti-climax.

Now we can treasure the memories of those distant parts and renew the pleasures and delights of our Holiday with many coloured slides. They will thus transport us from the cold, freezing climes, to Bella, Bella vistas of blue skies and hot sands.

FINAL IMPRESSIONS : Italians are born hunters of the fair sex, and English pounds...
In that order....

Take all your film with you, and TWO (I repeat) T W O...
cameras !!

Lastly, start planning and saving NOW.

P.S. A King coach weighs 10 tons, carries 45 passengers, and 240 gallons of diesel fuel. It has an average speed of 50 to 60 m.p.h. has its own toilet in toilet and a tea bar also. Aircraft type seats, Radio..... THE LOT !!

LIGHTNING FIRES

(E.G. Lewton)

A recent Canadian Forestry Department analysis Report states that lightning was a big factor in the disastrous forest fire season which struck Canada during 1961. According to the Halifax Chronicle Herald (Canada) dated March 16th..."There were 655 forest fires which destroyed nine and a half million acres at an estimated loss of sixty seven million dollars.

All these figures constitute record highs. The 1962 loss however, was little more than half this figure.

An Executive Officer of the United Nations Military Staff Committee has, as a spare time hobby, been collecting Proverbs from Diplomats over the last twenty five years, and these have recently been published in book form entitled "Wit and Wisdom of the United Nations".

Three samples are given herewith..... RUSSIAN - Lie, but don't overdo it !

DIAN - Kill one, a murderer..... Kill thousands - a Hero.

INESE - The only way you can unite with the Tiger, is inside the Tiger !

"WHAT'S IN A NAME ??? "

Towards the end of the Editorial, on page four of this Issue, reference was made to an article which appeared in the Gloucestershire County Fire Brigade Magazine "FIREFLASH" dated November, 1963..... Here it is.... (ED.)

"Looking through the August Edition of "Fire Protection Review", it was noticed that Bristol City Fire Brigade had started their own Magazine.

Now don't think I am going to ask you to send them articles for publication....Goodness knows, it is difficult enough to get material for this epistle ! A coincidence has arisen by virtue of the fact that they have chosen the name "FIREFLASH" for their Magazine too !!

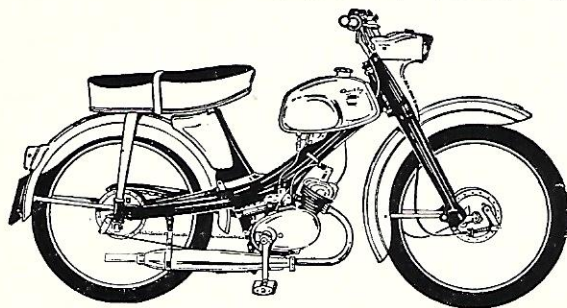
Though we are claiming no copyright, the Chief wrote to the Chief Officer of Bristol City Fire Brigade, K.L. Holland, Esq., M.B.E., M.I.Fire E., pointing out the coincidence, and sending him two copies of our latest issues.

The Editor of Bristol's "FIREFLASH", Mr. R. Gapper, has drawn his readers' attention to this 'Name's the same' and hopes that we can continue on a basis of 'peaceful co-existence' as I am sure we can.

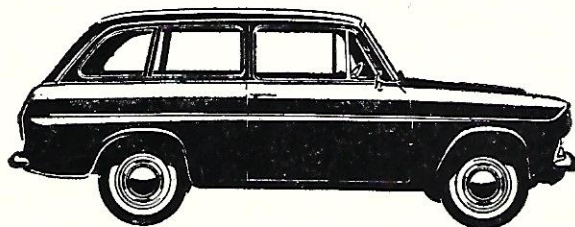
I have been fortunate enough to have read all the issues of the Bristol Magazine, and I have been most impressed with the presentation and quality of each one. One thing that really astounded me is that items under a Motoring Section heading have been hold back as they were over-subscribed with other material !!

It seems as though being able to write is one of the qualifications for entry into this County Borough Brigade....."

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