

NOVEMBER

THE JET



OFFICIAL JOURNAL
of THE NATIONAL FIRE SERVICE OFFICERS ASSOCIATION

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THE JET

OFFICIAL JOURNAL OF

The National Fire Service
Officers' Association

VOL. II No. 2

NOVEMBER 1944

"Crete Hill,"

Westbury-on-Trym,

Bristol.

November, 1944.

It is not unnatural that two associated questions should be uppermost in the minds of readers of this Journal at this time. Letters, reports of meetings, "copy" for publication, etc. all revolve on an axis carrying the banners "Demobilization" or "P.W.F.S." and I have tried to bear this in mind in collecting together material for this issue.

The report of the quarterly meeting of the Council gives a clear indication of the innumerable matters now being dealt with by the Association, and serves as an introduction to the article on the future of the Association on page 37. It is an unfortunate characteristic of the English Bulldog that, although he usually manages to make a super-human effort to overcome obstacles, he pays little attention to planning for the future. Let us not make this mistake with the organization we have built up, otherwise we may leave a structure incapable of standing the stress and strain (or opposition) of the Post-War Era.

The introduction of photographs to relieve the monotony of continuous pages of printed matter is the outcome of popular demand and efforts to find negatives with national appeal. To perpetuate this development and another feature introduced in this issue, "Personalia"—I appeal for support in the collection of negatives and "news" relating to members.

Two series of articles are opened in this issue. "Histories of Principal Brigades" begins with Edinburgh, and will be followed in the next issue by Manchester. With the article on "The Army Fire Service" a smaller series is started dealing with our counterparts in the British (if not the Allied) Fighting Services.

In the next issue I hope to include "Answers to Legal Queries", articles on "The N.F.S. Officers' Board" and "Social Insurance", and (if available) the report of the Association's Post-War Fire Service Committee.

Yours sincerely,

A. S. Kay

Editor

The Council at Work

THERE was a full attendance at Lambeth on the 25th October when the Council held its Quarterly Meeting. The Chairman welcomed Messrs. Troy and Weston (No. 2 Region) and Mr. V. Botten (No. 5 Region) to their first meeting of the Council

DUTY SYSTEM

Arising out of the new 24/24 hour system of duty for ranks up to and including Section Leaders, it was disclosed that the Fire Service Department had requested the views of the Association on the tours of duty to be performed by Officers. The Council discussed the recommendations of the Conditions of Service Committee and decided to submit the following observations and proposals to the Department, viz :—

- (a) Leave should be an entitlement and not a privilege. Discretionary Leave as at present applied was not satisfactory.
- (b) There should be no difference in the leave entitlement for officers who have quarters on the station from those who reside away from the station.
- (c) The basis for periodic leave should be the same for all ranks, i.e., the periodic leave should be one duty period free every six weeks or thereabouts, to be preceded and followed by the normal leave days that fall within that period.
- (d) The following formula to be applied :—

COMPANY OFFICERS and A.G.O's	1 day leave in three (48/24) 2 days' leave every six weeks approx. or every 15th duty sess'n.
S.COY. OFFICERS' COLUMN OFFICERS AND GROUP OFF'RS	1 day leave in four (72/24) 3 days' leave every six weeks approx. or every 12th duty sess'n.
DIVISIONAL OFF'RS AND A.A.O.s	1 day leave every five (96/24) 4 days' leave every six weeks approx. or every 8th duty sess'n.
D.F.F.C's, A.F.F.C's, Area Officers and above	1 day leave every six (120/24) 5 days' leave every six weeks approx. or every 7th duty sess'n.

ANNUAL LEAVE

The Council also decided to represent to the Department that the present war situation justified the reinstatement of normal annual leave arrangements, particularly in view of the stress and strain endured by Fire Officers during the war. The following scale of leave for Officers should be introduced as from 1st January, 1945 :—

A.F.F.C., Area Officer and above	5 weeks
Divisional Officer and Asst. Area Officer	4 weeks
Column Officer, Senior Company Officer and Group Officer	24 days
Company Officer and Asst. Group Officer	21 days

The Council at Work

DEPUTATION *re* DEMOBILIZATION AND SALARIES

The Council considered the report of the Deputation received by Sir Arthur Dixon on the 2nd October, when the following points were submitted on behalf of the Association in connection with Demobilization :—

- (a) That a notice should be sent to all officers from the Department in explanation of what the future position of officers is likely to be both as regards Demobilization and the Post-War Fire Service.
- (b) That all those entitled to pension should be sent into retirement forthwith, to ease the redundancy problem.
- (c) That the position of men and women in the Post-War Fire Service should be clarified.
- (d) That no officer should be reduced below officer status.

The new procedure agreed with the Ministry of Labour was outlined by Sir Arthur Dixon, who promised to consider the other points submitted.

Salaries

Regarding the recent increase in salaries of certain officers, the Deputation pressed the following points :—

- (a) The increases should be back-dated to a date before the 1st July in view of the fact that the representations began in December, 1943.
- (b) Consideration should be given to an increase in pay for Assistant Group Officers, and Group Officers, and
- (c) that all officers receiving up to £1,000 p.a. should have been included.

The Council considered the question of back-dating the increases at some length, and it was decided to protest to the Home Office at the length of time taken for the Association's representations to be granted and to ask for further consideration to be given to the matter. It was also decided to ask for a rapid decision on points (b) and (c).

PROPOSED SOCIAL INSURANCE SCHEME

To protect the interests of members with pension rights, it was decided (1) that other similar Associations should be approached with a view to joint action, (2) to give notice that the Association wish to give evidence to Sir Walter Monckton's Committee on Alternative Remedies and (3) to approach the Department in connection with the reference in the Government White Paper to "consultation with the interests concerned."

INDUSTRIAL FIRE OFFICERS

The General Purposes Committee recommended the admission to membership of Officers of the Affiliated Fire Brigades holding Officer rank in the National Fire Service, and the Council considered this recommendation at some length. The Objects Clause of the Rules was examined carefully and it was pointed out that if such Officers were admitted the Association would probably become involved in

The Council at Work

disputes with many different employers with whom they had no right of negotiation. To admit them on the understanding that the Association did not undertake to deal with Conditions of Service was not considered a satisfactory solution, but the necessity for explaining the difficulties of the Association was emphasized.

It was reluctantly decided that it was not possible to admit these Officers to the Association.

CO-OPTION OF A REPRESENTATIVE OF PART-TIME OFFICERS

Mr. W. E. Whitehouse, M.B.E., M.Sc., Hon. M.I.Fire E., a part-time Officer in Region 8, was co-opted as the Second Representative of Part-time Officers.

OVERDUE SUBSCRIPTIONS

Upon the recommendation of the General Purposes Committee, it was decided that the subscription to the Association for members joining between the 1st July 1943 and 30th September 1943, should be fixed at one guinea and that these members who had already paid two guineas should be allowed to apply for half of this to be credited towards their 1944 subscription, or, if this was already paid, towards their 1945 subscription.

It was further decided that members who, by 31st October, 1944, had failed to pay their subscriptions for both the years 1943 and 1944, should be struck off the membership list.

POST-WAR FIRE SERVICE COMMITTEE

The Committee which had been meeting under the Chairmanship of Mr. A. A. I. Galloway of Region 3 to formulate the proposals of the Association upon the Post-War Fire Service and also on Conditions of Service for Officers, reported that it had circulated an 8 point Memorandum to Regional Branches for discussion and comment.

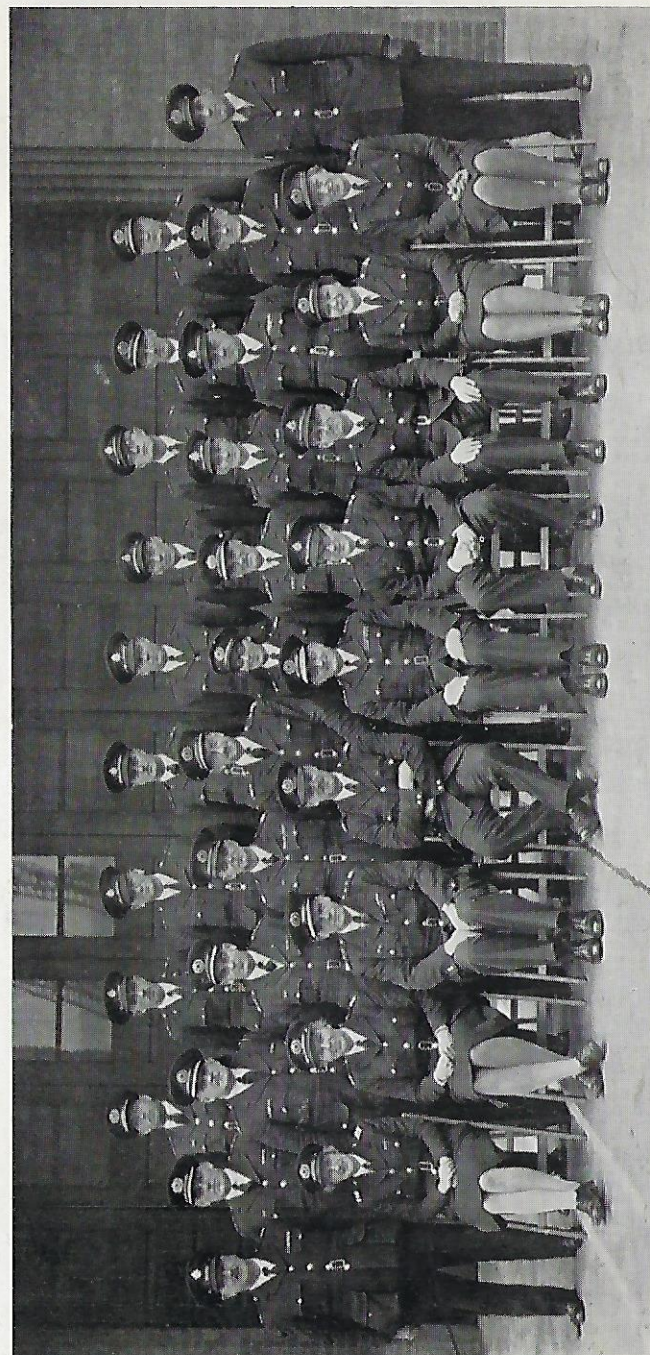
THE FUTURE OF THE ASSOCIATION

The Chairman of the Council invited the members to consider the effectiveness of the existing organization and after reviewing the work of the past six months and detailing a number of matters still *sub judice*, he made a number of suggestions. The importance of the subject—particularly the need for averting a wholesale reduction in membership—was realized and, after reaching the decision noted below on the question of members leaving the Service or being demoted, the whole question was referred to the Post-War Fire Service Committee.

THE POSITION OF MEMBERS LEAVING THE SERVICE OR BEING DEMOTED

To ensure that the Association machinery should help former members to keep in touch with their colleagues in the Fire Service and to deal with any problems arising during the period of full membership, it was decided to allow Regional Branch Committees to admit any member leaving the Service or demoted below Officer rank to Associate Membership for a period of six months (free of subscription), provided his or her 1944 subscription had been paid.

THE NATIONAL COUNCIL



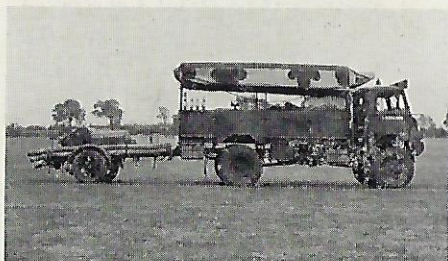
Front Row (L. to R.) Miss M. E. Oddy, O.B.E., Mrs. J. S. Hicks, Mr. A. Netherwood, Mr. A. E. Kay, F. C. C. S. (Chairman), Mr. F. W. Delbe, C.B.E. (Vice-President), Mr. R. Reader Harris (Vice-Chairman and Hon. Secretary), Mr. N. Porter, A.C.I.S. (Hon. Treasurer), Miss A. M. MacDonald and Mrs. M. G. Bartlett.

Second Row (L. to R.) Mr. C. H. Wilkinson, M.B.E., J.P., Mr. H. R. Lucas, Mr. J. Mackenzie, Mr. A. S. Pratten, G.M., M.B.E., Mr. J. Hurst, Mr. J. K. Butler, Mrs. M. D. E. Swan, Mr. C. Birch, O.B.E., Mr. J. Weston, Mr. P. G. Boulter, Mr. C. J. Loveridge and Mr. S. J. F. Davis.

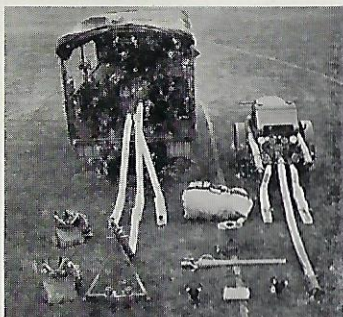
Back Row (L. to R.) Mr. J. W. H. Strange, Mr. S. E. Squires, Mr. J. Rea, Mr. J. W. Elvidge, Mr. R. F. Braid, Mr. H. D. Reynolds, Mr. A. E. Troy, Mr. A. A. I. Galloway and Mr. V. W. N. Botten.

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FIRE TENDER TOWING DENNIS PUMP

SECTION OF OVERSEAS BRIGADE
WITH STEN GUNSFIRE TENDER AND TRAILER PUMP
SHOWING EQUIPMENTCOMMANDO TACTICS : MANHANDLING A LIGHT TRAILER PUMP ACROSS A STREAM, WHILE
JETS ARE BROUGHT INTO OPERATION FROM A MAJOR UNIT IN THE FOREGROUND

Photographs by courtesy of the War Office and Current Affairs

THE ARMY FIRE SERVICE

By D. J. Laidlaw-Dickson

AT the outbreak of war the Army Fire Service numbered six brigades comprising fewer than twenty soldiers and a number of civilian firemen; to-day there are several thousand soldier-firefighters. Many of those original twenty men are now holding key positions, having risen from N.C.O.'s to commissioned rank during the expansion years. They can look with pride at a branch of the Army that owes much to many services for its development, yet is modelled on methods it has entirely evolved from its own widening experience of its particular functions.

What sort of man is your army fireman? Where and how is he recruited? As he must first and foremost be a soldier, he is naturally sought in the beginning from amongst army personnel. In the early days of its expansion the A.F.S. accepted normal intakes without particular regard to their suitability, but this was soon abandoned in favour of selective recruiting. Many ex-regular soldiers were recalled to the colours from professional fire brigades in September 1939—these formed the first line of the A.F.S. Other men had been responsible for fire prevention at barracks or in camps and they too were gathered in. Young men who had served for varying periods with the Auxiliary Fire Service proved amenable material. Finally, the recall of class W Reservists provided another opportunity to secure men with excellent training and the right perspective. There is not—and never has been—any thought of drafting sub-standard men into this important branch of modern warfare, which is properly appreciated as a vital link in the high fire risk army of to-day.

Organization

There are organizations in being to cover both home and active service fire problems. In the former case protection must be provided for static barracks in garrison towns, hutments and tented camps. Here the normal methods well known to N.F.S. personnel are in being as a basic scheme, but with this important difference. A civilian fire force cannot call on the assistance of untrained civilians and secure disciplined help without question—indeed, a position cannot be envisaged where a fire officer ordered fifty or so onlookers to take part in firefighting. In army barracks this can be done with the assurance that nearly every man has an elementary knowledge of fire prevention and extinction measures, and will give immediate and unquestioning obedience to orders. This enables the amount of A.F.S. cover to be drastically reduced to the minimum of a Fire Fighting Sub-Section Type B, consisting of a Sergeant only. In most cases a slightly greater cover is given by Sub-Section A—Sergeant and Driver with 3-ton Fire Tender Lorry and 350/500 Dennis Trailer Pump.

Mobile Fire Defence units are organized on the basis of a Fire Fighting Company which controls up to four Fire Brigades. These brigades comprise a Headquarters Unit and four Sections, each of 7/8 men, including Sergeant in charge, and equipped with 3-ton Fire

The Army Fire Service

Tender towing 350/500 Dennis Pump. For action afloat there are similar Fire Boat Sections manning a 61½-ft. Fire Boat with a pumping capacity of over 1,500 g.p.m. It is a set-up such as this which has been operating successfully in Normandy from "D Day" plus One, and moved up with advanced forces through France into the Low Countries and is now supporting the drive into the Reich. In spite of fears expressed that heavy casualties might interfere with their efficiency in the field, it is a happy fact that these have proved no higher than normal losses expected in less dangerous zones, while equipment has stood up to heavy calls without replacement. The only loss to date is one fireboat, and that went ashore from a storm hazard and not as the result of enemy action.

In the Battle Zone

A.F.S. units are also playing their part in every overseas theatre of war in which the British Army is operating. In Italy and North Africa sterling work has been done. Here problems of man-power are very acute in view of the large number of ports requiring fire cover. The Senior A.F.S. Officer has, however, solved his problems with all that ingenuity we have to expect of our modern army. He can justly claim to be the first Fire Officer in the world to reinforce by air. In half-an-hour airborne firemen can be got away on the fast journey that takes them without fatigue to their fireground. Pumps have already been dumped at strategic points ready to be manned as required. This striking advance in technique was evolved after road transport over rough mountain tracks of Italy had succeeded only in producing tired men unfit for extreme physical exertion on arrival. Other units have been in Iceland and encountered all the difficulties of a Sub-Arctic winter, where jets froze before reaching the fire.

Appliances and Equipment

When the A.F.S. first went to France in 1939 they were equipped with fire engines of latest civilian pattern, in gleaming fire engine red paint and chromium-plated fittings. Now they have shed their brilliant plumage and sport a useful camouflage, while since those days special types of appliances suited to the heavy duty they must perform have been developed. A fire tender was built on a standard army chassis with four-wheel drive and ample ground clearance. A 200-gallon water tank was built into the truck body coupled through a small pump (driven by the road engine) to a first aid hose reel mounted behind the driver's cab. In addition, a small portable pump of the wheelbarrow type delivering 150 g.p.m., 2,500 feet of 2½-in. delivery hose, foam-making equipment, a 1,400-gallon canvas dam, and a 30-ft. x 30-ft. tarpaulin were carried. The latter accessory proved most valuable in converting bomb craters or other cavities into 10,000-gallon E.W.S.

The A.F.S. afloat has also given attention to their special needs. Three types of craft were selected for conversion into fireboats. Motor Fishing Vessels of 61½-ft. overall length and broad in the beam

The Army Fire Service

were chosen for covering beaches and outer anchorages. Two heavy pumps with a capacity of 1,800 g.p.m. and full equipment, including a portable pump for shipment aboard damaged craft, are carried. For port and harbour use 45-ft. Motor Fishing Vessels were adapted. These are also equipped with two pumps, but have no crew accommodation and must consequently be shore based. The larger vessel can stay at sea for days at a time, and carry a crew of nine, including R.A.S.C. coxswains and engineers. Some of these "sea firemen" were trained by River Thames Formation in the first instance some two years ago. Finally, small landing craft of little draught have been fitted out as "water fire engines" for manoeuvring in narrow, and often shallow, inland waters, canals and docks.

Improvisation has always been their watchword, and they have shown a ready skill in utilizing captured German field telephone systems, converting disused railway stations into headquarters, and making comfortable billets out of the most unpromising material. Nevertheless, everything that keen foresight could envisage has been provided, including such items as steel pipe lines.

Training

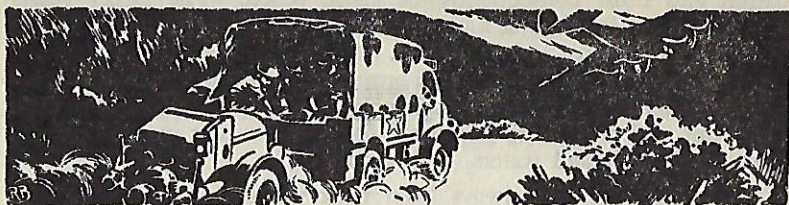
Training of these specialists is carried out in their own training school established in the north of England. They are soldiers first and must receive the normal recruits' course in drills and instruction. Each man carries a rifle or a Sten Gun and knows how to use it, as German snipers have found to their cost. They attend interesting lectures fully supplemented by instructional films, and special demonstrations by trained firemen of actual fire control, with experts bringing out the salient points on loudspeakers. They are taught fire prevention as a creed, and the motto "Prevention is better than cure" is drummed into them at all times. Each man when he leaves the school is capable, in his turn, of instructing men, and can give expert lectures on fire protection and fire precautions to army units. The school keeps as many as thirty pumps on the run and has been a valuable addition to local Fire Brigades. It is interesting to note that there are ten times as many W.O.'s and nearly fifty times as many N.C.O.'s in the N.F.S. as in any other army unit of similar size, which bears out the contention of their officers that their men are all hand-picked and potential leaders. Nor are these redundant ranks, for each one of these men is likely to be called upon to take charge of a fire and direct unskilled men at short notice. Team work is not neglected during this process of making leaders, and the training unit is a crew which keeps together during the training period, and may be posted as such.

Efficiency

It is their boast to-day, that on lifting a field telephone receiver in any part of liberated Europe from Normandy to Nijmegen and asking for 'Emergency Fire Call'—the caller will be put through within thirty seconds to the nearest A.F.S. Station. In the same way

The Army Fire Service

liaison with Military Police has been so developed that the sound of a Fire Bell gives them instant passage, with tanks and war transport clearing aside to let them through. It is reported that on many occasions they have turned out in anticipation of a fire, pursuing a crashing plane across country to be ready the instant it pancakes down.



Within a few seconds their red and yellow chequered control point sign is down and another fire is tackled at its inception. This is a point that must be stressed. The A.F.S. just *cannot* have a forty-pump fire—their units are too scattered—so they must drive in with terrific speed and prevent any outbreak assuming such proportions. This, with the great shortage of water they have experienced, is no light task, but they consider their training has fitted them to make 200 gallons—which every tender carries—do, where in more spacious times 1,000 gallons would have been all too little.

In addition to A.F.S. there are also Naval and Air Force Fire Fighting Units, each with their own zones of influence, but in areas of military operations A.F.S. takes charge and is responsible for all cover, as in ports, dumps, forward reception areas and similar high risk points. Since "D Day" they have been tackling 2/300 fires per month, only three or four per month of which have been classed as £500 damage fires. When it is considered that a burnt-out motor truck exceeds this value, some appreciation of their efforts in keeping them small may be gauged. They have also made many friends amongst local firemen, and done much to promote goodwill and exchange ideas. The story is told of one Company whose greatest desire is to acquire a fine peacetime helmet adorned with coloured plumes that is the pride of the rural brigade. So far their blandishments have not succeeded, but, somehow, they are confident it will be an A.F.S. trophy before very long.

Working, playing and fighting, this new branch of the army has come to stay. Their officers have made use of the N.F.S. College to keep abreast with civil fire developments; it is hoped that when conditions permit, N.F.S. officers, in their turn, may be given an opportunity of attending an A.F.S. Training School to see how they "make out."

REGION *by Region.*

NORTHERN (No. 1) REGION

MISS ELLEN WILKINSON AT JARROW

During the visit of Miss Ellen Wilkinson, M.P. (Parliamentary Secretary to the Minister of Home Security) to her constituency in Jarrow on the commemoration of "Battle of Britain" Sunday, she gave high praise to the Regional Bands and Concert Party who provided not only the music for the parades, but entertained a crowded audience on Sunday night at the local cinema. Miss Wilkinson remarked that this was the best Fire Service show she had seen, and over £100 was raised for the Fund.

BENEVOLENT FUND

Interest is being displayed at "National level" in the organization of the "Bring and Buy" Sale recently held at Darlington Fire Station, where the amazing total of £1,249 16s. 4d. was raised in a single day.

Considerable interest is being caused throughout 'G' Division of No. 1 Fire Force in the "Firefighters" All-Star Variety Show, which has been running for some months in aid of the National Fire Service Benevolent Fund. This Variety Show, which is managed by a Headquarters Committee at Durham, with Company Officer Harry Markham, has set a target figure of £500 to be raised before the end of the year in aid of the Benevolent Fund. The show features in particular the World's Greatest Cabinet Mystery performed by Company Officer Markham.

A woman is handcuffed and securely fastened at the neck and ankles in a small wooden cabinet made of 3-ply wood. The door is locked and the performer puts 18 steel rods through the sides of the cabinet and then a solid metal sheet divides the cabinet completely into two parts, and finally a sword is driven from front to back. The steel rods, metal sheet and sword are withdrawn—the door is opened revealing the woman to be still securely fastened, but unharmed.

FIRST AID

To be at least a "First-Aider" should be the aim of all Firemen of whatever rank, and a worthy example of what can be done in this direction comes from the small mining village of Pitlington in 'G' Division of No. 1 Fire Force. Attached to this part-time Station are 25 Firemen, of whom 15 have qualified for the medallion of the St. John Ambulance Association.

It is thought that this high percentage must be a record for a part-time Station.

NORTH EASTERN (No. 2) REGION

A Regional Committee has not yet been formed, but considerable progress has been made in No. 3 Area where membership has increased to 78 Officers, and it is hoped to arouse the interest of Nos. 4, 5 and 6 Areas in the near future. It is thought that there may be some slight misunderstanding as to the general functioning of the Association, but such difficulties may be eliminated by further meetings.

No. 3 AREA

A Branch meeting was held at Fire Force Headquarters on 31st October, 1944, when the main item on the agenda was the recommendations of the Post-War Fire Service Committee. The eight points provoked a lively

Region by Region

discussion, but finally, with few exceptions, the Committee was in general agreement with the proposals.

NORTH MIDLAND (No. 3) REGION

No. 7 AREA

At a recent meeting of the Area Branch, members were very interested in the organization of the Post-War Fire Service, and Demobilization. Those members who expected to stay in the Service were anxious that the best possible conditions should apply in the post-war scheme, whilst the other officers were equally anxious that demobilization should be fair, and that opportunities should be afforded to them for posts in other spheres commensurate with the positions held in the National Fire Service.

No. 9 AREA

The monthly meeting of the No. 9 Area Branch was held on 16th October, 1944, when members enjoyed an excellent supper prior to the meeting and a number of pleasant, informal discussions took place in a very friendly atmosphere.

The Chairman (Mr. Spence) referred to matters outstanding from previous meetings, the most important of which being the negotiations in hand between the Ministry of Pensions and the Association for a pension for the widow of a deceased member. The attention of members was also drawn to the number of subscriptions outstanding, and the Chairman spoke very strongly of officers who had not yet thought fit to join the Association, although they were sharing in the advantages which had been gained.

A lively discussion took place on the position of firemen in the Government's demobilization scheme, and a resolution was passed expressing the opinion that it was a very urgent matter which should be dealt with immediately.

Reference was made to a recent case of a discharged redundant officer who had been directed by the Ministry of Labour to take up work as a dustman, and it was felt that the Association should take immediate steps to protect the interests of its members. In this connection the following resolution was passed unanimously:

"That the National Council should approach the Ministry of Labour with a view to obtaining an assurance that any officers transferred to industry should be found positions commensurate with their rank and salary in the National Fire Service."

EASTERN (No. 4) REGION

A meeting of the Regional Committee was held at Ipswich on the 5th October, 1944, under the Chairmanship of Mr. S. J. Davis.

The meeting was called to consider the Post-War Fire Service Committee Report, and it was felt that the delay in an official statement of what the Post-War policy of the Fire Service was to be, was causing a certain amount of unrest in the Service, and that such unrest would ultimately have a detrimental effect on efficiency.

The Committee discussed the position with regard to uniforms and considered that this had improved, but recommended that coupon equivalent vouchers should be issued to enable officers to purchase shirts, collars and ties. Other subjects discussed included Hospital Treatment, *The Jet*, and Membership of the Association within the Region.

The Committee felt that *The Jet* had made a good start, and urged that it is now up to every member to forward articles of interest at regular intervals.

LONDON (No. 5) REGION

The Branch Committee met under the Chairmanship of Mr. A. Netherwood on the 2nd and 30th October, 1944. The first meeting formulated the views of the Branch on the Post-War Fire Service, and at the second discussion mainly centred round the position of officers during the demobilization period, and the effect of the gradual reduction in the establishment. The

Region by Region

following resolution was passed, and the Hon. Secretary directed to convey it to the National Council:—

"That this Association makes known to the appropriate authorities that there exists considerable disturbance of mind among Officers in the Service as to their future, and that this could be considerably alleviated among the ex-regular firemen by giving them the opportunity to retire, if they so desire, on a pensionable basis of two years for any war year."

SOUTHERN (No. 6) REGION

NAVAL COMMANDER-IN-CHIEF AND ARMY COMMANDER THANK
THE NATIONAL FIRE SERVICE

On Tuesday, September 26th, 1944, the Senior Naval and Military Officers in the Southern Region thanked the National Fire Service for the part it played in the successful launching of the invasion of Normandy.

After an inspection of sea-going craft fitted with Admiralty Radio, Estuarial Boats, converted N.A.B.'s (used for the protection of invasion barge concentrations) and fast staff boats used in the Solent-Spithead area, the party had lunch at Area 14 Headquarters, and later went to Testwood for an inspection of the land forces of the Region. Representative contingents were drawn up on parade, including men and women from Fire Forces 14, 15 and 16, a detachment of the Canadian Corps of Fire Fighters and a Company of the No. 6 Overseas Column.

After inspecting the personnel, Lieut.-Gen. Morgan said that the Army owed much during the last few months to the National Fire Service. Never in the history of war had an operation of the magnitude and risk of the Normandy invasion been attempted with success. The greatest risk in his view was damage by fire or bombing—principally fire. It had therefore been vital for members of the National Fire Service, the Navy and the Army to work as one team, and to the satisfaction of those in authority it became obvious from the commencement that this was going to be achieved. He paid tribute to the spirit of co-operation in the National Fire Service and to the great contribution it had made to the successful launching of the invasion.

SOUTH WESTERN (No. 7) REGION

No. 18 AREA

A general meeting of the No. 18 Area Branch was held in Exeter on Friday, 27th October, 1944, under the Chairmanship of Mr. G. J. T. Cains. The Hon. Secretary, Mr. J. A. Stubbs, gave members a very comprehensive report of the Association's activities since the last meeting, and it was considered that the Association had made considerable progress during the current year and that every effort should be made to strengthen it by increased membership at what is now a particularly critical time in the history of the Service.

It was resolved that attention should be drawn to the necessity for endeavouring to obtain a speedy reply from the Department on matters where time was a decisive factor, such as the discharge and reduction of redundant Officers. The report of the Post-War Fire Service Committee was placed before the members and referred to the Branch Committee for consideration in detail.

No. 39 AREA

A meeting of No. 39 Area Branch Committee was held on 18th October, 1944, when the main item on the agenda was the Post-War Fire Service Committee's draft report.

The Committee gave directions as to the lines on which a report on this matter should be submitted to the Regional Executive Committee, and expressed themselves as being firmly of the opinion that the report finally submitted to the Department should contain not only recommendations as to the form which the Fire Service should take in the post-war period, but also firm recommendations as to Scales of Pay and Conditions of Service for Officers. The Committee also noted with considerable concern that the Post-War Fire Service Committee had made only one reference in its draft report to Conditions of Service, and no reference to Scales of Salary. In the view of the Com-

Region by Region

mittee every effort should be made to press for the inclusion in the final report of No. 7 Region's recommendations on these matters, as they were considered to be sufficiently elastic to allow of their adaption, whatever form of control the Fire Service takes in the post-war period.

WELSH (No. 8) REGION

Considerable discussion took place over the admittance of Officers of Works Fire Brigades to the Association at a meeting of the Regional Branch held at Cardiff, where it was considered that membership should not be open to such Officers.

Members felt that strong objection should be made against certain articles which had appeared in a Midland newspaper with regard to Officers being directed by the Ministry of Labour into other employment—in this instance the case of a Column Officer being directed to take up the duties of a dustman. The Branch considered that representations should be made to the Department regarding such treatment.

The Reinstatement in Civil Employment Act, 1944, was discussed at some length. National Fire Service Instruction No. 7/1944 states that for the purpose of this Act "war service" in respect of a whole-time member of the National Fire Service should be recognized as from the time of his enrolment under the National Service Acts. It was resolved that strong representations should be made against this ruling, and that "war service" in respect of a whole-time member of the National Fire Service should be recognized as from the time of his voluntary enrolment in the N.F.S.

It was agreed that the following resolution should be forwarded to the National Council for consideration:—

"That an Officer discharged from the Service at a place other than his home town be allowed removal expenses for his home back to his home town, if this be necessary."

Column Officer E. Pickles, LL.B., was appointed Legal Adviser.

No. 20 AREA

At a recent meeting of this Branch a Committee was formed to go into the report on the Post-War Service. Column Officer E. Pickles and Senior Company Officer Talbot were appointed Area Representatives on the Regional Committee, instead of Column Officer Mitchell and Assistant Group Officer Pugh transferred to other Areas.

MIDLAND (No. 9) REGION

A special meeting of the No. 9 Regional Committee was held on Thursday, 12th October, 1944, at the Central Fire Station, Birmingham, to consider the draft report of the Post-War Fire Service Committee.

The meeting was attended by Mr. Lucas, Chairman, and five members from Area 24 and one member from Area 40. Fourteen new members were elected, eight from Area 40, five from Area 24 and one from Area 25, bringing the total membership in the Region to 155.

After a lengthy and interesting discussion, the Committee was found to be in agreement with the draft report submitted.

No. 24 AREA

The monthly meeting of the Area Committee took place under the Chairmanship of Mr. Lucas on 19th September, 1944, when the Committee dealt with the following items: (i) the redundancy of Officers and employment following discharge, (ii) the Officers Selection Board, (iii) the Post-War Service as it affects Firewomen, (iv) should Officers of Industrial Fire Brigades be admitted to the Association, (v) First class travelling facilities for all Officer ranks, (vi) Hospital treatment comparable with the treatment afforded to Officers of H.M. Forces, (vii) Standard issue of furniture for Officers, (viii) the replacement of uniform for Part-time Officers before 3 years' wear had taken place, and (ix) the recruitment of new members.

Mr. Lucas informed the Committee that all the major Banks now offered free banking facilities to members of the N.F.S.O.A. Appreciation for this

Region by Region

concession was expressed, also for the recent increases in salaries and the successful termination of the question of private purchase of uniform.

The meeting concluded with the discussion of the recent issue of *The Jet*. It was learned that this issue had had a good reception, but that more copy was required in order to obtain regular issues.

No. 40 AREA

The first meeting of No. 40 Area Branch Committee was held at Fire Force Headquarters, Wolverhampton, on 27th September, 1944. The Chairman, Mr. G. T. Hill, made a strong appeal for increased membership. He said a strong Association was necessary to guard the interests of Officers, particularly during the transitory period from war to peace.

After a very full discussion on Post-War Service, it was suggested that the country should be zoned. The governing authority for such zones would be a board, on which would sit nominees from Local Authorities within the zone. All zones would be subject to inspection by a Central Inspectorate in order to qualify for a national grant.

SCOTTISH (No. 11) REGION

A meeting of the Regional Executive Committee was held in Perth on 29th September, 1944, at which all Officers and Area Branch Representatives were present. Mr. A. S. Pratten occupied the Chair. It was intimated that a further 16 members had been admitted with, in addition, one Associate Member. The matters dealt with at the Council Meeting held in London on 6th September were fully discussed, and thereafter the meeting was devoted mostly to consideration of the reports from Area Branches on the Post-War Fire Service.

Reference was made to the doubts which arose in the minds of applicants as to whether their application for vacant posts reached their final destinations safely. As a result, it was resolved to ask all Fire Force Commanders in the Region if they would be agreeable to make a brief acknowledgment from Area level that the application had been received and forwarded.

Area Branches in the Region are all meeting at fairly regular intervals, and it was intimated that an additional Branch would most probably be formed in the North Eastern Area with Headquarters in Aberdeen.

SOUTH EASTERN (No. 12) REGION

VISIT OF THEIR MAJESTIES THE KING AND QUEEN

On Wednesday, 18th October, 1944, The King and Queen visited "Hell Fire Corner" in the South Eastern Region, and were met by the Regional Commissioner, Viscount Monsell, G.B.E. Amongst those presented to Their Majesties were Mr. A. A. Davies, Chief Regional Fire Officer, and Divisional Officer Stepney of the Overseas Contingent, Divisional Officer A. Woods, O.B.E., and Column Officer C. W. A. Brown, G.M.

LT.-COMMANDER E. B. GREEN, R.N. (Retd.)

The Deputy Regional Commissioner relinquished his appointment at the end of October in order to return to business. During his two years' service he displayed a special interest in accommodation and part-time matters, and his loss will be keenly felt by all in the Region. He was a generous benefactor, presenting numerous cups for various competitions and at all times displayed interest in the welfare of his personnel.

A farewell dinner was given by the senior Officers and a presentation made by Mr. A. A. Davies, Chief Regional Fire Officer.

REGIONAL COMMITTEE

A meeting of the Regional Committee was held at Speldhurst, Tunbridge Wells, on 23rd October, 1944, under the Chairmanship of Mr. C. Birch, O.B.E.

Matters arising from the previous meeting were discussed, with particular regard to the appointment of legal advisers at Areas and the position of Catering Officers. Another item was that of travelling expenses for transferred Officers. This subject has been one of particular interest in this Region

Region by Region

owing to the fact that many Colour Scheme Officers have been affected by it, being considerably out of pocket owing to the fact that they are precluded from having their fares reimbursed.

A number of applications for membership were considered, the total membership in the Region now being 229.

The Post-War Fire Service Committee's report was discussed and each Area had the opportunity of putting forward their points of view, the whole being consolidated into a Regional recommendation. The Regional Correspondent of *The Jet* was invited to attend this meeting and elected a member.

No. 30 AREA

A meeting of the Area Branch Committee was held at Rochester on 27th October, 1944, under the Chairmanship of Mr. C. P. Kitchin, to discuss the report of the Post-War Fire Service Committee. The Committee were particularly concerned as to the lack of indication of the nature of the Post-War Service, and a proposition was put forward pressing the Association to ascertain the Department's views.

The Jet having aroused a considerable amount of interest throughout the Area, arrangements were made to notify a selected member from each Division of the material required for publication.

No. 31 AREA

No. 31 Area Branch Committee Meeting was held on Friday, 20th October, 1944, at Fire Force Headquarters, under the Chairmanship of Mr. S. A. Phillips, M.B.E., M.M.

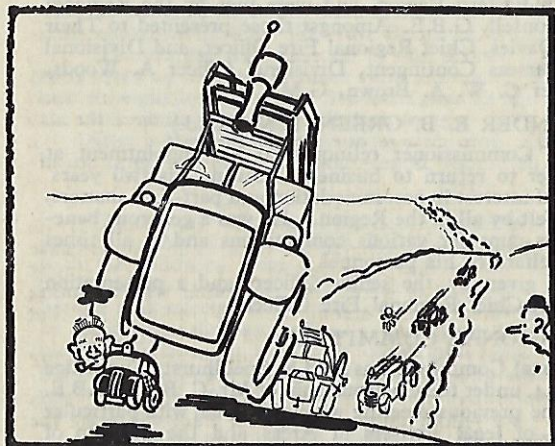
The main business of the evening was to discuss the Post-War Fire Service Committee's report and a lengthy and lively discussion ensued. Various points were made suggesting variations and deletions to the draft and these were sent to the Regional Committee for their consideration.

Another item discussed was *The Jet*. Nominations were received from all Divisions throughout the Fire Force for representatives to undertake this reference.

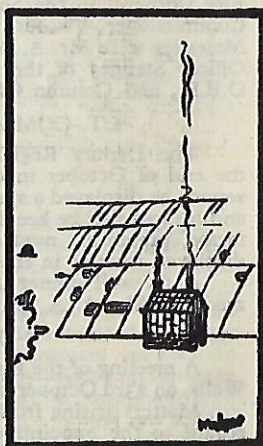
No. 32 AREA

A meeting of the above Branch Committee was held at Guildford on 19th October, 1944, under the Chairmanship of Mr. A. F. Steed. *The Jet* was discussed, and the Area representative explained to those present how all could assist in making it a really live and interesting journal.

The Post-War Fire Service Committee's report was discussed at great length.



WHERE'S THAT



FIRE!

WOMENS' Page

OUR ROVING REPORTER

We (Editorial, not Royal) were peacefully returning to our sanctum after consuming an out-of-hours cup of tea, and were dreamily wondering whether to write (a) a fictitious work on the N.F.S. (in which case everyone would immediately recognize himself and haul us up for libel) or (b) a somewhat exaggerated version of our own days in the N.F.S. (in which case, probably ditto), when we tripped over a deck-scrubber which someone had carelessly placed just outside our door.

With lady-like exclamations of annoyance, we pushed it to one side, but when the thing leaned forward and retaliated with a smart rap across the knuckles, our annoyance changed to a dismal expectancy as we entered the office.

To our surprise and relief everything at first appeared to be normal—papers, ash-trays, boxes of paper-clips scattered about the desk in happy chaos (we can never find a thing when we keep the place tidy), the date on the calendar two days behind as usual, and the chrysanthemums in a state of graceful weariness. And then, just as we were wondering if the time had come to part with the latter, or if we could keep them a few days longer without actual complaints being lodged by our visitors, we saw it. A large, furry caterpillar, balancing itself on a stalk. This wouldn't have worried us unduly in itself, but the thing had three red stripes.

"Hullo," we said feebly. "Is it you?"

The caterpillar undulated up into one of the flowers.

"Of course it's me," it affirmed in a small, clear voice. "And it's time you bought some more flowers—actually I prefer roses."

We remarked that we were not prepared to supply roses for caterpillar amusement at this time of the year, then brightly added that, on the other hand, if the Group-Witch could change herself into a caterpillar with such ease, we had no objection at all were she also to change our faded chrysanthemums into a choice selection of expensive and out-of-season floral tributes to us—preferably "Betty Upchurch" and "Night."

Apparently, however, the Group-Witch wasn't going to see things our way, because the flowers stayed as they were. Or almost as they were; the caterpillar was beginning

to eat the only respectable chrysanthemum among them. We pointed out that this wasn't improving them, and our visitor reared and preened herself.

"I can give you a very good recipe for chrysanthemum wine if you've any mice around here—mouse-fur is an essential ingredient," she offered.

We shuddered, and murmured that we didn't think that a contribution which was going to involve our fellow-officers in a mouse hunt was quite the thing for the Women's Page.

"Nonsense!" said the caterpillar briskly. "You could run a Regional



Competition on it. Think how exciting the finals would be!"

We did, and hastily changed the subject.

"You could write up the Netball Competition for us," we suggested.

"Write it up? I'll win it for you if you like," said the caterpillar enthusiastically. "Think how useful I'd be as a shooter—I could just float to the top of the post and drop the ball in for you every time."

We intimated that somehow we didn't think such an accomplished player would be appreciated by the opposing teams.

"All right, I'll write an article on somewhat philosophic lines." The caterpillar removed herself from the half of the chrysanthemum which remained and selected another one. "I have always had a theory," she continued reflectively, "that the higher up the chain of command one goes, the more humour one needs to balance the accumulating responsibility—a mad kind of humour, I mean. Therefore, it stands to reason that the higher you look, the more insane sense of fun you find. I remember a party in London, where I had disguised myself as a palm tree. . . ."

We dismissed this one, too.

"Well, I think you're very hard to please," said the caterpillar, reproachfully. "Anyway, I must go, it's time I gave my deck-scrubber a little more mobile training. You might open the door and ask it to come in, will you?"

Gingerly, we put our heads outside the sanctum and beheld the deck-scrubber leaning against the wall in an attitude of negligence.

"Would you please come in?" we asked politely.

The deck-scrubber straightened up, gave us a kind of bow, and slithered past us into the room.

"Do please be more careful this time," we begged nervously, as the caterpillar transferred herself onto the handle.

"Oh, it's much better now—we made a perfect take-off this morning," said the Group-Witch. "Thanks very much for my lunch, by the way."

She crawled along the handle and into the bristles of the deck-scrubber.

"All right, go!" she commanded.

It did, and we suppose that it must be improving, because this time only half a pane of glass was smashed.—M.B.

WOMEN OFFICERS' COURSES AT THE N.F.S. COLLEGE

Recent courses held at the National Fire Service College for Women Officers, both Junior and Senior, have considerably altered in comparison with those held some twelve months ago. The courses have been adapted to suit the trend of events and, at the present time, deal principally with practical rather than theoretical work, while the majority of remaining lectures are devoted to subjects which hold a post-war interest.

On a recent Group Officers' course, talks by visiting lecturers included such varied subjects as "Relief in Europe", "Local Government", "Psychology", "The Peckham Health Scheme", "Welfare in Factories", "Food", and "The Place of Women in Local Government". One of these talks was given by a Regional Woman Fire Officer, and it is gratifying to think that Women Officers, both whole and part time, have been invited to lecture to both men and women students at the College during recent months.

Another visitor to the College during the last few courses, who can hardly be described as a "lecturer", has been the Chief Woman Fire Officer, who must have become accustomed, by now, to being subjected to a barrage of questions by Officers concerned with the future of the firewomen under their command, and also, humanly enough, with their own futures. Although not able, for reasons of policy, to answer all the queries put to her, she displayed great patience, and promised to take up those questions to which she could not reply at once, and which were deserving of consideration.

The College has, in fact, given those Women Officers who have recently been there an opportunity of stating their views and hopes, and whether or not the former will be noted or the latter realized, the chance to air them is, at present, there.

MOBILE TRAINING

GOOD WORK BY PART-TIMERS

The following article on Mobile Training, received from a member in a Brown Area, will no doubt be of interest to Women Officers, particularly as the results obtained would appear to be due to a happy co-operation "behind the scenes" of whole and part-time Officers—Ed.

It may interest readers to know how part-timers in a Brown Area are playing their part in the training of firewomen. We have thirty-one teams, each consisting of three members; a few are S.L.Fw., a great number are L.Fw., and the remainder are Fw. They are extremely enthusiastic, and have come in many nights a week in order to become thoroughly conversant with the methods of Mobile Training. They work direct to the S.L.Fw. Instructor in their Division, and have been of enormous value to us.

I am sure that anyone in a Brown Area knows how almost impossible it is to have many whole-time teams, and had it not been for the grand work of our part-timers, we should have found it well-nigh impossible to put this training into practice, or to train our new part-time recruits in the last six months. Not only do they train firewomen on Stations, but they also help to give lectures and demonstrations on mobilizing at our part-time Week-End Schools, which have proved very successful.

In one Division, our Regional Woman Fire Officer came to one of these Schools and saw a Mobilizing Demonstration given, followed by Squad Drill and Fitness Training, all carried out by part-time personnel.

We have over 1,500 part-time Firewomen in this Area, and they really are doing a grand job, not only in the control rooms, but manning the control units, canteen vans, reinforcement bases, etc., when necessary. When we became a Brown Area we should indeed have been in a pretty poor way if it had not been for the magnificent response from them.

N.F.S. Factualities—No. 1

Surprise in Store

It all happened when the Home Office Inspectorate visited a certain Water Department Store. In the presence of the Area Stores Officer and Water Officer a thorough investigation of the inventories, bin cards, K.501's and K.502's, etc., was carried out, and as every item of equipment had been

miraculously accounted for, an air of calm serenity, broken only by sighs of relief, was everywhere evidenced—until "Bostik", the Station terrier of Heinz ancestry, made his untimely appearance.

Undaunted by the presence of the hierarchy and oblivious of the serious business in hand, he trotted up with canine assurance to the highest rank present and deposited at his feet, accompanied by doggy, worrying tactics—a rubber ring. No pet shop toy this, for around the edge was inscribed that fateful word, "Victaulic"! Definitely an awkward moment for the Water Officer, who did not bargain for this surprise in store—an unwelcome gift of the dog's to the Store's Inventory!



Plus ça change, plus c'est la même chose —

THE birth of the National Fire Service saw the decess (temporary perhaps) of 1,400 Local Authority Fire Brigades. The new Fire Force Areas were most carefully plotted, taking into account the emergencies of the greatest war of all times, peace-time fire risks, efficiency of administration, etc., etc., and speaking generally it can be said that the boundaries were fixed with remarkable skill and commendable foresight.

This sweeping aside of antiquated boundaries and redundant authorities provides material for every speech or article on the past, present or future Fire Service. Cruel though it may be to deprive our orators of their stock opening, I propose to debunk this theory of modern progress by reference to the Area in which I serve—No. 3 Fire Force.

On nationalization there were 30 Local Authorities involved—4 County Boroughs, 20 Urban Districts and 6 Rural Districts. The first map shows the Area boundaries, together with the Divisional and Local Authority boundaries.

334 years ago, John Speed, the famous cartographer, published maps of all the English counties. His map of the West Riding of Yorkshire includes the Wapontakes of Staincrose and Strasforth. A Wapontake—referred to as a Hundred in the South of England—originally consisted of approximately 100 families who pledged themselves for mutual protection against all foes, including fire. When the maps were published in 1610 the Wapontakes were already becoming things of the past, and we have to go back another 600 years or more to Saxon times to see them at the height of their power. The second map is a very much simplified copy of the original which is full of the most interesting detail impossible to reproduce in *The Jet*.

It is strange, but absolutely true, that the boundaries of the present No. 3 Fire Force coincide with the Medieval Wapontakes (weapon taking) of Staincrose and Strasforth, as they existed 1,000 years ago.

—A. L. D.

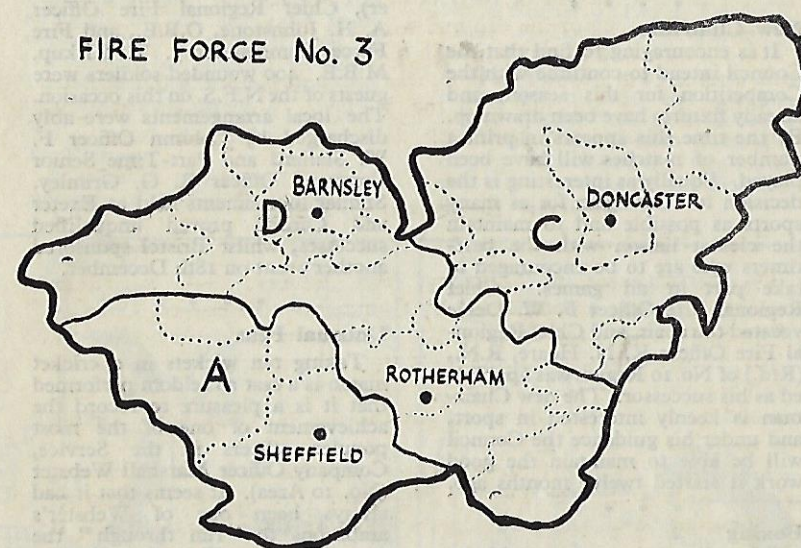
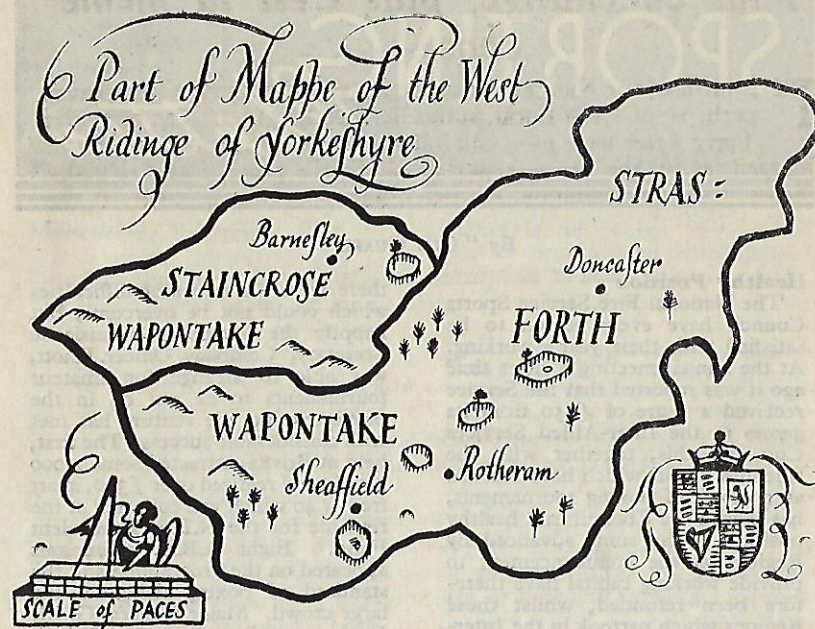
Home Secretary Visits The National Fire Service Officers' Board

On the afternoon of Thursday, 19th October, 1944, the Home Secretary, who was accompanied by Commander Firebrace, Chief of the Fire Staff, visited the Officers' Board at Tenterden Grove, Hendon.

Mr. Morrison spent considerable time watching candidates doing the outdoor obstacle tests, following which he had the indoor tests explained to him. He stayed to witness several candidates making short speeches to their group.

The Home Secretary subsequently took tea with the President, Brigadier Archer and the Deputy President, Fire Force Commander Hall, spending in all some two hours watching the Officers' Board at its task.

He appeared to be very interested in the methods employed and asked a number of questions.



SPORTING Chatter

By "OLD GUARD"

Healthy Position

The National Fire Service Sports Council have every reason to be satisfied with their year's working. At the annual meeting a short time ago it was reported that the Service received a share of £250 from its games in the Inter-Allied Services Cup and this, together with the splendid profits which have accrued as a result of boxing tournaments, has placed the Council in a healthy position. The sums advanced by Regions at the commencement to provide working capital have therefore been refunded, whilst those Regions which partook in the Inter-Regional Football League last season are also to receive the expenses incurred in connection with the Competition.

* * * *

New Chairman

It is encouraging to find that the Council intend to continue with the Competition for this season, and already fixtures have been drawn up. By the time this appears in print a number of matches will have been played. Equally as interesting is the decision to cater again for as many sports as possible and to maintain the closest liaison with the part-timers who are to be encouraged to take part in all games. Chief Regional Fire Officer F. W. Delve vacated the chair, and Chief Regional Fire Officer K. N. Hoare, R.N., (Rtd.) of No. 10 Region was appointed as his successor. The new Chairman is keenly interested in sport, and under his guidance the Council will be able to maintain the good work it started twelve months ago.

* * * *

Boxing

Some disappointment was felt by those interested in boxing that it was not possible to proceed with the proposed championships. However,

there were a number of difficulties which could not be overcome, but happily the Council's enthusiastic Secretary, Company Officer Knott, was able to arrange for amateur tournaments to be put on in the provinces and the venture has met with considerable success. The first, held at Bristol, attracted some 2,000 people and realized over £300, apart from £40 which was collected at the ringside for the N.F.S. Benevolent Fund. Eight A.B.A. champions appeared on the programme and the standard of boxing delighted the large crowd. Major General G. M. Lindsay, C.B., C.M.G., D.S.O. (Deputy Regional Commissioner) presented the prizes, and among those present were Mr. H. M. Medland (Deputy Regional Commissioner), Chief Regional Fire Officer A. H. Johnstone, O.B.E., and Fire Force Commander J. Y. Kirkup, M.B.E. 400 wounded soldiers were guests of the N.F.S. on this occasion. The local arrangements were ably discharged by Column Officer F. W. Stallard and Part-Time Senior Company Officer R. G. Grimley. Similar tournaments held at Exeter and Cardiff proved unqualified successes, whilst Bristol sponsored another event on 18th December.

* * * *

Unusual Feat

Taking ten wickets in a cricket match is a feat so seldom performed that it is a pleasure to record the achievement of one of the most popular officers in the Service, Company Officer Marshall Webster (No. 10 Area). It seems that it had always been one of Webster's ambitions to "run through" the opposing side. This he realized at Skegness in a Service match between No. 10 and No. 9 Areas. No. 10 had scored 62 and No. 9 going in to bat

were quickly disposed of for 26 by Webster's "spinners." So devastating was Webster's bowling that the last seven batsmen were all dismissed for "ducks." Grand work, Webster—more power to your elbow, or, should I say, fingers!

* * * *

Manchester Cricketer

It is rather late in the year to discuss cricket, but I am sure those who follow the game will be interested to learn that Glamorgan County Cricket Club were keenly interested in Company Officer Dawes (Manchester). Playing for a representative N.F.S. XI against Glamorgan at Cardiff in August, Dawes bowled magnificently and although he did not get many wickets the Glamorgan batsmen paid him the utmost respect. Unfortunately he was not available for the second game at Swansea the following week, and he was certainly missed. Medium pace, he kept an accurate length and often made them "come up"—tactics which often disconcerted the batsmen. Incidentally he assisted the Glamorgan Club later in the month in a match with the "Ack-Ack", and although he did not take many wickets gave a good account of himself with ball and bat. However, I understand that he is not interested in a professional career.

* * * *

To Players

A point of interest to all those members of the Service taking part

Sporting Chatter

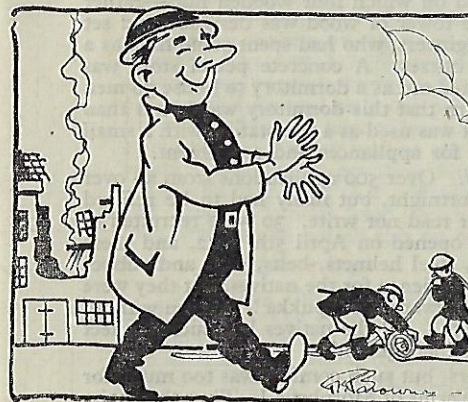
in organized sport was stressed by Column Officer Levy (No. 10 Region) at the last meeting of the N.F.S. Sports Council. It is that personnel should book officially on duty before taking part in any game. This also applies to personnel who are playing when on leave. The reason is, of course, obvious—it enables them to claim compensation in case of accident.

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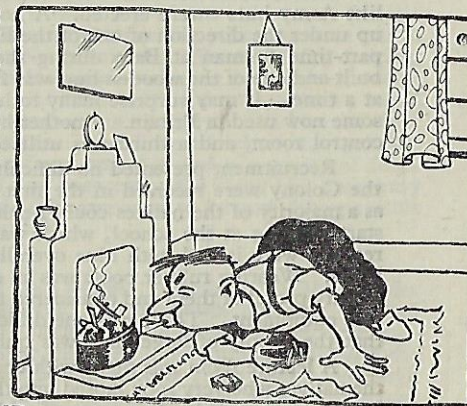
Southern Region's Overseas Column defeat London Region's Overseas Column at Football

On 25th October No. 6 Region's Overseas Column met No. 5 Region's Overseas Column at Reading, following a challenge issued by the Southern Region a few weeks previously. The first half was evenly contested with No. 6 Region leading by 2 goals to nil at half-time. In the second half the Southern Region got together much better, and with good play by the half-backs applied strong pressure to the London defence, who were unable to cope with the sprinting of Lee, the Southern right winger. The score at the whistle was No. 6 Region 9 (Lee 4, Dewey 2, Chase 1, Locke 1, Ferguson 1), No. 5 Region Nil.

The players were afterwards entertained to tea, and Column Officer Jordan has now issued a challenge to the London Column at Rugby. It is hoped that this match will take place before the disbandment of the Columns.



ON



AND

OFF

Starting a Fire Service in Africa

*Bristol Officer's
Interesting
Experiences*

INAUGURATING a Fire Service in a foreign country is a considerable proposition at any time, but this task has been allotted to a number of Fire Service Officers since the outbreak of war, particularly in our Dominions and Protectorates. It is not often the Service as a whole gets the opportunity of hearing something about the conditions existing abroad, how the officers assigned to such responsible duties tackled the job and their general impressions of organizing a Fire Service in the face of untold difficulties.

However, one of these officers, Company Officer Fowler, formerly of Bristol, who has served in the Gold Coast as a Fire Officer during the past 18 months, has been home on well-deserved furlough and recently gave an interesting lecture on his experiences.

He had his own ideas about starting a Fire Service, but was not unmindful of the many difficulties which he was bound to encounter. These were soon realized. On arrival he found that fire protection was handled by the Gold Coast police. There were no stations, no trained firemen, and no fire pumps. All that was available in the way of equipment in two of the larger towns was a hand truck with four or five lengths of hose which had to be fitted to a street fountain, and thousands of stirrup pumps, fire helmets and overalls. The hose was useless, and generally by the time it was run out the fire had burnt out.

At this time (1942) Vichy France controlled neighbouring territory and relations were naturally very strained. Having determined what fire risk existed, Mr. Fowler started inaugurating a Fire Service on the lines of the A.F.S. and it was here that his experience in Bristol stood him in good stead.

Outstanding Fire Risk

As the outstanding risk was to be found in the harbour area at Takaradi—used at that time as a supply base for the North African campaign—it was essential that a training school should be established within close proximity. The first problem was fixing a site. Eventually, in conjunction with the Building Inspector, the District Engineer and Medical Officer of Health, Company Officer Fowler obtained a site which was officially approved. The building had to be simple, useful and not too costly. The selected site was rolled and tarmacked, and a concrete base was laid on which four wooden huts—rather like Army huts—were erected. A hose tower of wood was designed and set up under the direction of one of the Engineers, who had spent some time as a part-time fireman at Bath during the blitzes. A concrete petrol store was built and one of the wooden huts was fitted out as a dormitory to house 36 men at a time. It may surprise many to learn that this dormitory was better than some now used in Britain. Another hut was used as a fire station with a small control room, and a third was utilized for appliances and equipment.

Recruitment presented no difficulty. Over 500 applications from all over the Colony were received in the first fortnight, but many had to be refused as a majority of the natives could neither read nor write. 30 were recruited to start training at the school, which was opened on April 5th, 1942, and these recruits were issued with blue overalls, steel helmets, belts, axes and rubber boots. Wearing rubber boots was an experience for the natives, but they were mighty proud of them and considered they were not "pukka" firemen without this equipment. There was one difficulty. All the natives had such big feet that the supply of large sizes was quite inadequate!

A lecture room was fitted with chairs, but such comfort was too much for the natives who very soon lapsed into the arms of Morpheus! Thus the chairs had to be removed. By means of a blackboard, Company Officer Fowler was

Starting a Fire Service in Africa

able to impart some information—chiefly with illustrations—to his recruits, and afterwards turned his attention to the practical side. Pumps eventually arrived from England and were stored in garages for a time.

A Huge Joke!

The natives seemed to regard running out hose as a huge joke, and whilst the Company Officer demonstrated they just sat and laughed. His pupils were arranged in a circle and eventually he got one of them to try his hand at running out hose. After falling over himself several times the native did fairly well and was quite pleased with himself. The others soon wanted to emulate him and several became quick and keen.

Pump drill was a different matter. Six men were trained until they became efficient and they would then return in the evenings and teach their own men how to operate the pump. Through bribing them with cigarettes, Mr. Fowler worked up such a spirit of enthusiasm that at times the pupils were almost daggers drawn. If one of the crew failed to do his work properly the remainder would stop immediately and reprimand him. This rivalry became a little worrying at times, but it was a useful method of whipping up interest. Soon the natives completed their month's training and four of the best were promoted Leading Firemen. Then another 30 recruits were trained, and so on.

First Baptism of Fire

Quite naturally the natives were just as eager as our own men to get their first baptism of fire, and very soon they were able to have their initial experience. It was a ship on fire about 400 miles out at sea. The vessel, carrying war supplies, was in convoy bound for Bombay and was being brought into Takaradi. Arrangements were made for pumps—there were 10 major and 2 light available—to be taken to Takaradi, and the 60 firemen (30 of them trained) were instructed to get together food, etc., to last at least 24 hours. Arriving at the dockside, the men were sorted into crews and the most intelligent member of each crew was delegated Acting Leading Fireman.

Then they began to worry. They were told by their Chief that this was their first big job and if they made a success of it the Fire Service had come to stay; if they let him down he would personally see that every one of them died a horrible death! And so they all agreed to stick to their job.

Here is Company Officer Fowler's own story of this ship fire: "It did not seem as if there was very much wrong with the ship when we went out to meet it. The captain explained that No. 2 hold was affected by fire and that the ship was carrying highly-inflammable cargo, including hundreds of drums of aircraft dope and cellulose paint. As there was no foam available, I told the captain I should have to leave him and obtain a supply. The Naval Officer in charge put a speed boat at our disposal, and I went back to the harbour, where I managed to get three No. 2 foam branches and a quantity of foam compound from the R.A.F. While I had been away, the Navy had been busy and obtained various foam powders. We managed to borrow four portable foam trailers and got all this on board."

Fumes overpowering

Describing the co-operation in this job as "magnificent," Mr. Fowler continued: "The captain of the ship told me that steam had been injected into all compartments in No. 2 hold. There was one danger from the steam—the terrific heat would probably cause the paint to vaporize and expand the compartments, and we found that this had happened in many cases. Although we had no idea where the fire was, these vapours might quite easily become ignited. Until now the hold had not been opened, to prevent any air getting



Starting a Fire Service in Africa

in, but I decided that we would take off the hatch of No. 2 hold. This was done, and clouds of steam came out, the fumes being almost overpowering. We started examining the hold, but we were only down there about five minutes when we had to come out. We could smell fire, but it did not seem to be exactly where we were working. Most of the paint was stored in a forward compartment of No. 2 hold and that was divided by a wooden bulkhead."

Decks Very Hot

"It was decided then to use ordinary electric drills, and we bored eight holes in the steel deck above the compartments, and as each one was bored it was plugged in case we had to get to work quickly. The decks were very hot, and we started cooling them down with jets. We got the hatch off No. 1 hold and started work. Flames could be seen, and 16 jets were used straight away. The foam guns were ready, and although the men handling these had never done this before, they obeyed all orders implicitly. No fire had yet reached the forward compartment, but I was now scared of the vapour leaking out and thought we had better use the foam now.

"Then suddenly a line squall started. These storms are really terrific, and this one hit us going along the coast. The lighters were tossed up and down and every pump was put out of commission within a matter of seconds. All operations ceased for about 2½ hours till it was over, and then we had to get the pumps in working order again, and start once more. The fire went on for 6 days and nights. After the first 48 hours we brought in a system of relief—30 on and 30 off. One man was on board for 54 hours without a rest and I had to order him to leave before he would go."

Ship Took a List

"Then another fire was found between decks. Jets were brought to bear, but it was very hot and unpleasant—the fumes were overpowering. We eventually extinguished the fire, and then had to start pumping the water out of the ship, which took a list of about 29° and we tried to right her by using ballast tanks. All night was spent pumping the ship out, and at about 10.30 on the Saturday morning I left the ship and our job was done. It was quite a good job in its way, and the major part of the cargo had been saved. But it did not finish here; there was still much work to be done taking stuff off.

"I had to make a report out to the Colonial Office, and in it I mentioned three Leading Firemen. They all received letters of commendation from the Government of the Gold Coast, and when the Secretary of State came out they were on parade and he personally commended them."

Swirling Mass of Arms and Legs

Company Officer Fowler recalled another fire which was very different. It started in the Sergeants' Mess in an Army Camp at Takaradi. There was no water there at all, and all the huts had thatched roofs.

"We had two light pumps," he said, "and the only water anywhere near was 400 feet away in the sea, to get to which you had to struggle through thick bush. The light pumps were carried down a slope of about 150 feet to the shore. The surf was very heavy, and to get deep water it would be necessary to get out beyond the breakers. We found that every time the suction hose was put out it was washed up again, and priming was also very difficult. At last I decided to put 4 men out in the breakers to sit on the suction baskets, and we got water in this way. The next minute there was nothing but a swirling mass of arms and legs—the men and pumps had been washed up.



Starting a Fire Service in Africa

We tried again, and this time I sent 6 men out there. The fire was eventually put out in about two hours."

Water Problems

Speaking of the many difficulties they had to contend with on the Gold Coast, Company Officer Fowler declared that water supplies, in particular, were a great problem. The obvious solution seemed to be static tanks, so they set about getting them put in. But another problem arose here—mosquitoes, which breed in water and carry malaria. "The Health Department queried the setting up of static tanks", he went on, "but I proposed filling the tanks with water and covering them with oil every week, which seemed a sound scheme, and we had quite considerable co-operation from this Department. In that way we put paid to the trouble we might have had from mosquito breeding. We also had to keep topping up the tanks, for in that climate water was constantly evaporating. Apart from these static tanks I found further supplies of water. In some towns there were underground wells, and in one town alone 6,000 gallons of water were found. These wells had to be sealed with concrete covers. In the harbour we had deep pipelines with pumping points at various strategic positions. But in spite of all this there is still much to be done.

"We are now procuring a fire boat, which is being fitted out whilst I am away. The hose position has been difficult. On the coast stations it was found that salt had a terrific effect on it. When we started the hose couplings were cleaned every day and the hose was in a lovely condition. Now it is not, but all pumps are in working order."

Fire Service Compound

Concluding, Company Officer Fowler said, "I have tried to give you an insight into the mentality of the Africans. They are not childish, they are clever. If you show them how to do a job they will watch and watch until they have it in their heads. But they are very simple. When I went there I thought I would treat them differently. I made a Fire Service compound in the village and the firemen live there and are very happy about it. One of my Leading Firemen is in charge. The rate of pay is 3/- a day, and the firemen are among some of the highest paid men out there. A war bonus of 7d. a day is also paid. This rate is laid down by the Ministry of Labour and National Service, and the men are quite satisfied with it. A Leading Fireman is paid 3/7d. a day. The hours of duty vary. In Takaradi they work a 24/24 hours duty system. On the fire station itself there are two shifts a day from 7 to 7. The pumps are the same kind as are used over here, but there are no self-propelled units."

Asked how fire calls were handled in the operational room, he said it was run on very simple lines. There was an Occurrence Book, Log Book and Drill Book. One man was trained as a telephonist. On receiving a fire call he put the bells down, then rang his Chief and the police, who would be needed to control the crowds.

The *Jet* joins with his many Bristol friends in wishing Company Officer Fowler every success in the future.

★ ★

WANTED —

Old copies of "The Fireman", "Fire," etc. (whether bound or not) and old prints or photographs, Chief Officers' Reports, Brochures or Souvenir Guide Books containing references to Fire Service personnel, equipment or activities. Also, contact with members interested in the collection of cigarette cards (any series). Particulars to the Editor.

PERSONALIA

Mrs. MARJORIE ALDERSON, who has been transferred from Stoke to Area 40, is believed to be the youngest woman to be appointed to an Area Officer's post. She has had experience in the Manchester Area and before the war was a teacher in Burnley.

* * * *

Fire Force Commander D. W. BATES, No. 21 Area, has been transferred to the important command of No. 37 Fire Force, London, and has taken over his new duties.

He joined the Kettering City Police when he attained his majority and two years later was appointed a police fireman in the City Fire Brigade. In 1940 he was appointed superintendent in charge of the Wakefield City Fire Brigade, and on Nationalization he was posted to Leeds in charge of three Divisions covering the city.

In 1942 he was appointed Grade I Inspector at Home Office with the rank of Assistant Fire Force Commander, and was soon promoted Fire Force Commander. A year later he came to Swansea as Fire Force Commander of No. 21 Fire Force.

* * * *

Mr. P. P. BOOTH, O.B.E., Chief Regional Fire Officer for No. 2 (North Eastern) Region, has been temporarily released from his present duties to take an important post in the Allied Commission which will follow the armies into Germany. He will have supervision of the Fire Services in that part of Germany occupied by British and Dominion troops.

Mr. Booth is a native of Snydale, near Pontefract, and, during 26 years' service in the Wakefield City Police, he rose to the position of Deputy Chief Constable and Superintendent of the Fire Brigade. At the outbreak of war he was appointed Regional Fire Brigades Inspector.

For the time being he will be succeeded in Leeds as acting Chief Regional Fire Officer, by Fire Force Commander J. Downs, M.C., O.B.E., of No. 5 Area.



Asst. Fire Force Commander P. A. BLOOM was transferred to Fire Force 4 on 17th October this year. A "special list" Officer and Divisional Officer at Malden, Surrey—first inland non-military objective to be seriously bombed—he started his Fire Service career in 1925 at Letchworth as motor and electrical engineer. 1935 saw him Deputy C.O. at Wimbledon. He has been in charge at Mill Bay dock area, Plymouth, and also at Lambeth, Old Kent Road, Dulwich and Wandsworth. One of the several N.F.B.A. awards he holds is for rescue by hook ladder.

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Senior Company Officer G. E. B. BRUNNER, A.I.F.E., who was serving in the Isle of Wight (No. 14 Area), has taken up an appointment with the Ministry of War Transport in the Middle East.

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Divisional Officer L. G. DENNE, formerly Chief Officer of Deal Fire Brigade and Commandant of the A.F.S., has relinquished charge of No. 30 "D" (Broadstairs) Division to resume his many business connections with the building trade. He spared no efforts in developing both welfare, sporting and Service activities as the records of his Division prove. Three seasons running 30 "D" Division lifted the Area Football Cup, while in 1943 they won both the Regional Pump Drill Cups.

Personalia

Column Officer HERRING, of 'A' Division, Fire Force 12, has been appointed part-time Regional Staff Officer with the rank of Divisional Officer.

Company Officer LARSON, who joined the Plymouth Police in 1928, and was transferred to the Police Fire Brigade in 1938, has now returned to the City Constabulary.



To mark the retirement of **Divisional Officer PETERS** of "F" Division, No. 24 Fire Force, Birmingham, on the 31st August, 1944, a presentation consisting of a canteen of cutlery and a chiming clock was made at the Divisional Headquarters. Amongst those present were the Chief Regional Fire Officer, Captain Westbrooke, and Fire Force Commander Coleman.

Divisional Officer Peters, who has completed 35½ years' service with the Birmingham Fire Brigade and the National Fire Service, will welcome visits or letters from his many friends in the Service at his new address:—

No. 9 William Street,
North Shields,
Northumberland.



Formerly Assistant Commander of the Leeds Area, Mr. A. D. WILSON has been transferred to No. 40 Area. He began his Fire Service career in London, and after eight years' service he joined the

Home Office Fire Staff before the Service was Nationalized.

In June, 1942, he was seconded to the New Zealand Government to report on and organize the Fire Service of that Dominion.

* * * *

The Glasgow Corporation Medal for Bravery has been awarded to **Column Officer W. REID** of Govan Fire Station, Glasgow. The award was gained for bravery at a serious fire in a dwelling house on 2nd April, 1944, where several people were trapped and two persons lost their lives. Column Officer Reid has completed over twenty years' service with Glasgow Fire Brigade and the National Fire Service.

* * * *

Divisional Officer S. F. WILLEY, M.B.E. (No. 14 Area), has taken up an appointment as Lieutenant Commander, R.N.V.R. (Special Branch). A former Bristol Police Fireman and Assistant R.F.B.I., he was appointed Divisional Officer at Exeter on the Nationalization of the Service. Later he was transferred to the Isle of Wight.

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THANKS FOR THE MEMORY

THE Taxi Driver whom I requested to drive me to Divisional Headquarters was of a friendly disposition, and in assisting me with sundry kit bags, boxes and suit cases, opened up the conversation by saying, "Nice place St.—Sir, the people there are very friendly. You will be very happy, I'm sure."—These words were in a way comforting, as I was a "Northerner" who was making direct contact with the "Southerner" for the first time and was naturally feeling somewhat of a stranger in a strange land.

But often have I recalled how true those words of the Taxi Driver were. It was my job as Mobilizing Officer to make preparation for any eventuality which may have arisen from enemy action, and in particular the possibility of reprisals from, what was then, the forthcoming "D Day."

The establishment of Port Fire Controls, liaison with the Royal Air Force, the Navy, the Army, Convoys, Railway Shipments, Ship Loadings, all had to be covered and adequate preparation made.

In order to fulfil all that was required, and to ensure working efficiency, it was essential that a perfect liaison should exist. This was when I discovered the friendliness and the hospitality of which I have so often read, as being particularly applicable to the South.

Now, I once again find myself back in the North, but to all the Officers and personnel, both Operational and Administrative, and to the Control Room Staffs, I would like to say "Thank you sincerely for the help you were always so willing to proffer; for your courtesy and hospitality given so freely to a stranger from the 'North,' who will always look back upon his visit as being a very fine experience, coupled with a true indication of what 'co-operation' really means."

W.H.C.

THE P.W.F.S.

A Pressing Problem

The volume of material received on this pressing question—articles, letters, reports of Branch meetings, etc.—would fill a special issue of the Journal. The adoption of such a course may be justified later, but as an interim measure I have selected four articles dealing with different aspects of the Service and condensed them to fit the available space.

They are published as the views of the respective authors, and I hope other readers will comment on the opinions expressed and the suggestions put forward as well as other aspects of the problem.—Editor.

I—DID THE 1938 ACT CONTEMPLATE NATIONALIZATION?

One frequently hears the view expressed that the Local Authorities will press for the return of the Service to their control, but most people overlook the fact that the Fire Brigades Act, 1938, would again become operative.

The Act *COMPELS* the Fire Authority to provide a Fire Service and they may do this either by maintaining the service themselves or by arranging for such provision by some other Authority. In addition, they must, so far as is practicable, arrange for mutual assistance in fire fighting with other Authorities.

The Fire Service Commission

To ensure the proper fulfilment of these functions, a Fire Service Commission is appointed with power to consider the arrangements made and to review the service provided. If the Commission consider that the arrangements made are inadequate, they *MUST* submit to the Secretary of State a co-ordination scheme to ensure proper co-ordination between the various Authorities. Incidentally, the Commission's power includes making a recommendation, if necessary, for one Authority to provide fire service for another Authority, also for uniformity of equipment provided by Local Authorities.

Area Boards

If the Secretary of State is not satisfied with the adequacy or efficiency of the local arrangements, he has power to appoint a "Fire Service Board" for an area to be specified by him; this Board will be required to prepare an "Area Scheme" to ensure a proper service throughout the area, and Fire Authorities will be required to implement the scheme under the supervision of the Fire Service Board. The Area Scheme will also supersede any arrangements previously made by the Local Authorities, and the functions of the Local Authority can also be transferred to the Board, if the Secretary of State so desires.

Central Advisory Council

Another measure which should not be overlooked is the constitution of a Central Advisory Council for Fire Services, which is set up

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for the purpose of advising the Secretary of State on all Fire Service matters.

The purpose of the Act is to eliminate any possibility of an inadequate or inefficient Fire Service existing, and to ensure this no Local Authority will be free from Government supervision because of the establishment of the Fire Service Commission.

The Act and Nationalization

On the other hand, the retention of a National Fire Service will ensure that the provisions of the Fire Brigades Act aims are met expeditiously and uniformly. For example, co-ordination and mutual assistance can best be provided by a Fire Area which actually exists at present and can also be said to be envisaged by the Act. Standardization of equipment and supervision by the appropriate Government Department also exists, to a very large extent, on the lines set out in the Act, so why not leave the Service National and reap, to the full, the benefits and experience obtained from the past three years of Nationalization?

II.—ADMINISTRATION

Irrespective of the size or efficiency of the Headquarters staff, the station is the primarily important focal point, and on the smooth running and efficiency of the individual station rests the whole success of the Service. This statement on the face of it appears superfluous, yet it has been my actual experience to see and note that the individual station has been secondary to the Headquarters. It is, of course, understood that the guiding instructions must come from the higher level, but the fact that the station is the point where the instructions are put into actual practice seems secondary to the many departmental specialists, who fail to realize, without practical experience of the working of a station, that the instructions they issue eventually meet up (with the instructions from *all* departments) in the station office.

Administrative Staff at Station Level

I suggest that if it is the intention to continue the post-war set-up on similar lines to those in operation at the present time, an administrative rank be allocated to each station responsible for the functioning of all administrative direction at station level.

The present idea of station clerks is a worthy one, but it is voluntary, and no direct responsibility attaches to the personnel performing these duties. It is also the case that in many instances, and with the best intentions, the personnel performing these duties are not qualified, but do the job to the best of their ability, no other member of the station being able, or willing, to perform them.

Regional Control

Re-organization or centralization at Fire Force level has taken us a step nearer to centralized control, eventually enabling the volume of paper work to be cut down. This move, however, in my opinion, is only half way. It is visualized that eventually, after hostilities have ceased, a number of auxiliary stations will be dispensed with. When this arises, I am of the definite opinion that for efficient administrative

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working, centralization should be effected at Regional level, and if it is proposed to retain the lay-out in Fire Forces, the Commander be left entirely free to supervise and carry out purely operational matters, assisted by administrative officers for personal detail work and correspondence.

Co-ordination of Instructions

In organizing a post-war Regional set-up, it is important that a *small*, competent and fully-qualified section be made to vet all outgoing instructions to Divisions emanating from departments, to see that no conflicting instructions are promulgated, and to be a liaison office between all departments. This section would be the one that finally passed the drafts to the Chief Regional Fire Officer for signature. The reason for this being that they would be fully aware of all matters passing through, and would be viewing the instructions from a general angle rather than from a departmental angle, thereby knowing the effect of the instruction when it reached station level, where it would be put into operation in conjunction with other instructions from other departments.

The Chief Regional Fire Officer cannot know, or be expected to know, the individual workings of each department, any more than a Fire Force Commander or Divisional Officer. His function is primarily the same as that of the officer in charge of a station, viz., the organizing and efficiency of fire fighting at his level. He must perforce rely on administrative officers for the efficient implementation of instructions, but at the present time there appears to be lack of co-ordination. This is partly understandable under war-time experimental conditions, but cannot be tolerated in a post-war set-up.

National Control—What Background?

I can only surmise the inner workings of the Home Office, and here I ask the following questions:—

1. Do the originators of instructions at this level have practical experience of the ultimate working of their instructions at the furthest end of the chain—the station?
2. Is it necessary that they do have this practical knowledge?

Frankly, I say it is not necessary when dealing with matters of policy, but very necessary when dealing with instructions that have repercussions on the actual working of a station, and in this respect the counterpart of the Regional liaison office would be their guide.

III.—THE PART-TIME SERVICE

In attempting to visualize the position of the part-time Fireman in relation to the Post-War Fire Service, it is immaterial whether the Service is returned to Local Authorities or remains National. There can be no doubt but that the part-time Fireman will, of necessity, be an essential feature of the Service, particularly outside the larger towns and cities, and efficiency, to a large extent, will depend on the availability and enthusiasm of such personnel.

Recruit Now !

Current events in the Service emphasize the need for the recruitment of men for the post-war period, and to facilitate same the conditions of Service should be publicised at the earliest possible moment. The principal reasons for this are (1) there is a grave possibility that interest will decline due to men having more time to devote to other part-time activities and (2) the retained strength has steadily fallen during the past five years.

Retaining Fees

There can be little doubt that the payment of a retaining fee will be essential if an efficient part-time Service is to be built up and maintained, and this should be so arranged that it places an individual responsibility on each person to undertake such duties as are defined in the Conditions of Service. One of these conditions should be that a given sum would be deducted from the retaining fee for non-attendance at duties or drills, and this would ensure that the man who paid the most attention to duty and training would receive the greater monetary reward.

Each part-time Fireman should agree to the installation of an electric call-bell in his residence to be used in addition to the audible means of alarm. The latter must be made available; without it it will be impossible to maintain an efficient part-time Service, particularly during the day.

The retaining fee should not be considered to cover any loss of time incurred by attendance at fires; this should be covered by a payment at an hourly rate, with a minimum of two hours pay for each call. This fee should be paid without any liability on the man's part so produce proof of loss of remunerative time, which has caused so much discontent in the past, particularly with the small master man serving as a part-time fireman.

Lull Period Cover during Transitional Period

I am of the opinion that enrolment should be commenced now, because, apart from what has been stated above, the availability of part-time men is the most important factor if an efficient lull-period cover is to be effectively maintained. It does not matter how enthusiastic and willing a man may be, he is practically useless if his employer is not agreeable to him leaving his work to attend fires during the day period, and therefore it is imperative that the selection of personnel should be made while the effective part-time strength is at its peak.

Another point which must not be overlooked is that it is an impossibility to rely on a part-time man for the whole of the twenty-four hours a day, and consequently it is necessary to recruit a strength at least double that which is required to man the appliances stationed in the locality. This cannot be disputed, and should be an added inducement for the formulation of a policy for early introduction.

It might be contended that when hostilities cease and demobilization of the Services becomes effective, a large number of the men discharged would be prepared to join as part-time firemen. But will this be so? The position may well be that the majority will be

anxious to rehabilitate themselves in their former occupations and relieve themselves of any unnecessary ties. There will also be those whose financial position will necessitate them seeking some means of augmenting their normal income. Even if I am wrong, there is no doubt that there is bound to be a steady wastage of personnel, and recruitment to make good such deficiencies is bound to be a frequent occurrence.

IV—POLITICAL CONTROL

Mr. Herbert Morrison has said that Fire Brigades should go back to Local Authority control, well—they will !!! Their determination to make him keep his word absolutely blinds them to the real decision they should make—whether in the interest of the country as a whole or of particular local areas of population—that fire protection arrangements should be organized, arranged and controlled by a central body who can co-ordinate the various units for fire fighting, ensure a higher standard of efficiency and implement training procedure. All these ideal considerations are prostrated by a strong feeling for making a certain gentleman keep his word.

Laissez-Faire ?

The conduct of Local Government in this country is second to none and we are very justly proud of it and jealous of our rights and privileges. We view with suspicion any suggestion that the rights, responsibilities or privileges of our Local Authorities should be limited or curtailed and we are tired of being ruled by bureaucracy. We acclaim the British Civil Service as the finest in the world, and yet we hate it. The Fire Service, in whatever form it takes, will be a Service dealing with life-saving, whether at fires or removing cats from high trees. The main issue with most of the people who are voicing their views on this matter at the present time, however, ignores the one question and obscures the whole issue in a fog of local prejudices and vague references to the bogey of bureaucracy. The only question to answer is whether the Service can be carried out better by multitudinous authorities, with varying views as to the efficiency and a very wide range of financial resources, or by central control properly constituted on a democratic basis.

Progress—Looking Ahead

With air liners passing over all corners of the country to the distant parts of the world we should look ahead and provide for a life-saving Service that can deal, not only with fires in buildings, material, woodland and forest, but with the fires and other incidents caused by crashed aircraft, ship fires at sea and in estuarial waters. What single Local Authority can plan its service on a scale which will meet the "new world" of our coming peace days of even ten years hence?



Stop Press

In the September issue attention was directed to advice given to the Association that members should register immediately with the Appointments Department of the Ministry of Labour if they required assistance in securing post-war employment. Owing to difficulties encountered by members, further enquiries have been made and we have now been advised that the Appointments Department can only deal with Officers who are actually available to take up other employment.

The National Council have co-opted another representative, of part-time Officers—Mr. W. E. Whitehouse, M.B.E., M.Sc., Hon. M.I.Fire E., of No. 8 Region.

Fears have been expressed in the Midlands that the public have delayed calling the Service immediately upon the discovery of a fire because they were under the impression that such an action would involve the caller in payment of an account for services rendered.

Speaking at a luncheon to the National Council of the N.F.S. Benevolent Fund, the Lord Provost of Edinburgh, Sir William Darling, expressed the hope that the N.F.S. would become the main organization of post-war passive defence in one Civil Defence Service under a Central Ministry.

The Times of the 4th November announced that the Local Authority Associations had received an invitation from the Home Secretary to send representatives to meet him and discuss the future of the National Fire Service.

The fourth (and probably the last) Royal Academy exhibition of the work of firemen artists is now on show in London, and there were over 5,000 visitors in the first 11 days. The scenes depicted include "Huddersfield Conflagration", "Observation Post—Fly Bomb Raid, 1944", an interior of The College and the Bombay Docks Fire.

The *Worlds Press News* has something to say on the subject of the N.F.S. and the Press which was dealt with in an article in our last issue. Under the title "Fire PRO's Work in the Dark" this technical journal reports dissatisfaction by many provincial PRO's in the Service, who say they are unable to give proper assistance to the Press as their position has not been sufficiently qualified. The article concludes with a plea for freedom and responsibility—and facilities to use initiative—for qualified journalists, as well as "Area handouts," Press Conferences, etc.

The Minister of Labour has announced in the House of Commons that, whilst they retained their obligations for military service, it was unlikely that men born before 1910 would be called up for the Army. The position of younger men would depend on the requirements of the Armed Forces.

A novel scheme has been introduced to help members of the Service who are also "brides-to-be." The British War Relief Society—through the generosity of the General Federation of American Women's Clubs—has made available a number of white wedding dresses to be loaned to members of the Service. Details of this Scheme have been circulated through the usual channels.

The Association and its Future *

By
R. READER HARRIS
BARRISTER-AT-LAW

WE are coming to the cross-roads. In the minds of some the future of the Association seems uncertain. But its future is not so uncertain as that of the National Fire Service itself, and the ultimate decision that Parliament will take on the control of the Fire Service will not affect the Association as much as it will the Service itself. The reason for this is that Britain will always need a Fire Service and the Officers will always need an Association.

Before planning the Association's future, consider briefly its past. It began as the Chief Officers' Association, and after Nationalization wisely decided to widen its scope and open its membership to all who held Officer rank in the N.F.S. This was sensible, because it immediately created the right atmosphere for welding together into a common bond of professional fellowship all whose heart and soul was in fire fighting and whose qualifications had fitted them for positions of trust in the new organization.

In the last three years successes have not come easily or quickly. Most of the Association's work lies in making representations to the Fire Service Department of the Home Office, and it seems to be one of the unalterable laws of nature that Government Departments should work slower than any other living organism. That is why it is not until the last few months that we have begun to see good results from the Association's work. We have been reaping the harvest sown by the Executive Committee during three years of ceaseless and untiring work.

WHAT HAS BEEN GAINED?

Members often wonder what they get for their two guinea subscriptions. Here are a few of the more important advantages the Association has gained:—

- The right to private purchase of uniform has been extended to Column, Senior Company and Company Officers.
- The demand for nine extra coupons for Officers issued with fire-fighting gear has been withdrawn.
- Increases of pay have been gained for ranks up to and including A.F.F.C.
- Free banking facilities have been made available.

It takes only a second to name these items, but many months of hard work are required before a favourable decision can be obtained on any one of them. It means long discussions in Committee and Council, letters, telephone calls, Deputations and ceaseless vigil by the Association's Officers. Even when the Home Office is persuaded, the battle is not over, because more often than not Treasury approval has to be sought.

* NOTE: This article by the Hon. Secretary follows up a discussion on this subject at the last Meeting of the National Council—see page 4—Editor.

If the Association has been useful in the past, it has an even greater part to play in the future. Its unswerving aim must be to conserve and enhance the dignity and prestige of the Fire Officer's profession. In time of war a fire officer has a very important job. Compared with peace-time conditions his responsibilities are increased a hundredfold. But these responsibilities will soon diminish, and it will be important to find other responsibilities to take their place. For instance, in my view neither the central government, nor local authorities, nor the public realize the wealth of experience that is available among fire fighting officers which could be used for the full development of fire prevention in both the domestic and the industrial sphere. I believe there is wide scope in this direction. Our aim must be to create a situation in which high salaries and good conditions of service can continue to be justified.

My chief concern at the moment is that the Association shall be fully effective, and constituted in such a way as to be able fully to represent the views of its members and press home its point of view in the most efficient manner.

A STRONG UNITED BODY

The new rules, which were adopted on 23rd May, 1944, marked a big step forward in making the Association a strong and united body. They set out a list of objects which were designed to forge the Association into something which was of maximum use, both to its members and to the Service. The fortunes of both are inextricably mixed, for it is obvious that the efficiency of the Service depends upon the prosperity and well-being of its officers.

The Association's machinery is run on democratic principles in that the rules provide for Regional and Area Branches, each with their own Committees, and a National Council on which sit representatives of every branch of the Service.

They also provide that the Council should have power to delegate its work to Committees. It is wise that a Council as large as ours should take full advantage of this. The National Council now numbers about 36, and in the early part of this year it began to delegate its normal routine work to standing Committees.

ARE COMMITTEES UNWIELDY?

There is no doubt that these Committees have done yeoman service during the last six months in which the work of the Association has multiplied considerably. There is no doubt that by dealing with the less important matters of the Association and by discussing and making recommendations on the larger questions of policy, they have saved the National Council a great deal of time and unnecessary trouble. I wonder, though, whether we have yet found the ideal method of conducting the affairs of the Association. A Committee of 17 or 18 is on the large side when there is much business to be done and only a limited time in which to do it, and matters which have eventually to come before the Council have usually got to be discussed in full. It is doubtful, too, whether much expense is saved by bringing together Committees of this size, apart from the fact that they are too large to be brought together very often,

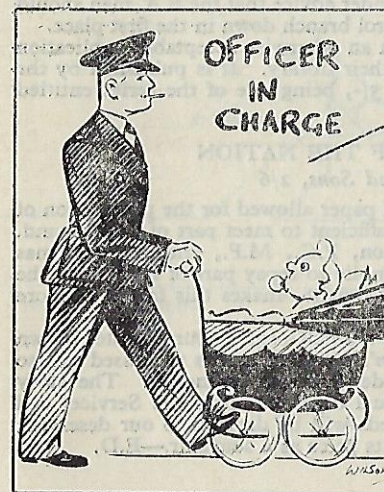
I personally favour the principle of a small standing Committee of about 6 people which can meet weekly or monthly and deal with all business, other than matters of policy.

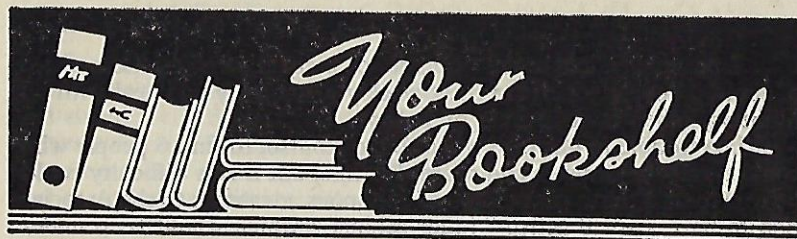
The trouble in our case would be, of course, to find 6 people who could travel the distance and spare the time, but if this difficulty could be overcome I think it would be of enormous advantage to the Association to have a small active "inner cabinet" which would keep under constant review the Association's efforts to improve the status of the fire officer. For instance, a very careful watch will have to be kept on the pension position of regular firemen in the light of the Government's Social Insurance plans, and something more than consideration by a Committee which only meets once every 6 weeks or two months will be needed.

NEED FOR ASSOCIATE MEMBERSHIP

An extraordinary feature of the last few months has been the big increase in membership, chiefly among officers of non-regular origin, most of whom must be anticipating an early return to civilian life. What has the Association got to offer them? Will they, when they leave the N.F.S., apply for Associate Membership? I hope so—for two reasons at least. Firstly, because it is good that men and women who have faced danger together through the time of some of England's greatest trials should take with them into the years of peace something more than just a memory of their comradeship. Friendship forged under fire is of priceless value and should not be carelessly allowed to dissolve. Secondly, if the regular officers are to get all they should have in the post-war years they will need a strong and informed body of opinion behind them. However energetic the Association may be, it will still need the support of a wide section of the public, and it will be in a better position to gain this if it has within its ranks members engaged in every walk of life.

Whether the Fire Service after this war reverts to local authorities or remains nationalized, I believe the Association has a great future, but the measure of assistance it can give you in the immediate future depends on the amount of support you give it now.





THE FIRE SERVICE TO-DAY

Frank Eyre and E. C. R. Hadfield

Another interesting addition to the library of the Fire Service has just made its appearance—*The Fire Service To-day*, by two N.F.S. Officers, Column Officer Eyre and Senior Company Officer Hadfield.

Commander Firebrace, Chief of the Fire Staff, has contributed a foreword, in which he says:—

"To-day he (the fireman) belongs to a Service which—to use Field Marshal Smuts' striking phrase—'has struck its tents and is on the march.' The war has given the Fire Service a great impetus towards the attainment of increased efficiency, and has enabled it to imbibe and express greater pride of service than ever before."

The book is something of a pot-pourri, and everyone from the experienced fireman down to the layman will find something to interest him.

There is a chapter where readers will learn of the days when the fireman in charge of an escape standing in the street "sprang his rattles" in order to gain the assistance of passers-by to help him move his escape to the fire. One also reads how street runners took the place of telephone communications.

And there are some interesting quotations from writings by that greatest of firemen, Sir Eyre Massey Shaw.

Most of the technical chapters will be found valuable, but the inexperienced must beware of one or two loose statements, such as that on page 34 where the authors state that the fireman is "provided with heavily-insulated rubber gloves in order to make the turning off of current in high voltage electrical systems easier." And page 115, where the following is to be found:—

"The usual course with a serious basement fire is to order all men out and have the whole basement systematically searched by breathing apparatus crews. When they have located the fire then, and then only, is a branch taken down."

In the reviewer's opinion it is far sounder advice that the B.A. man should take a line of hose fitted with a hand control branch down in the first place.

But these are just a few blemishes in an otherwise acceptable publication and many officers will like to add it to their library. It is published by the Oxford University Press at the price of 5/-, being one of the series entitled "The Pageant of Progress."—M.F.

IN THE SERVICE OF THE NATION

Raphael Tuck and Sons, 2/6

It is unfortunate that the quantity of paper allowed for the publication of this excellent book is only likely to be sufficient to meet part of the demand. The foreword by Mr. Herbert Morrison, P.C., M.P., and Mr. Thomas Johnston, P.C., M.P., appealing to the public to repay part of its debt to the Fire Service—for the "good fight" they fought—makes this fact even more lamentable.

The book contains six full-page and six half-page coloured plates drawn by Reginald Mills to illustrate *Centurion's* script of scenes witnessed not so very long ago, but which will never fade from our memories. The story covers a fictitious raid based on the actual organization of the Service, and quite apart from the fact that the proceeds will be devoted to our deserving Benevolent Fund, it is more than worth its price as a souvenir.—E.D.

"D DAY" PREPARATIONS

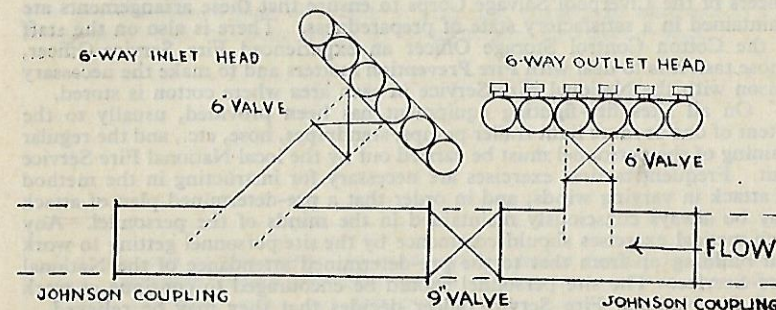
THE FIRE SERVICE has always been called upon to deal with emergencies other than the fighting of fires, but an incident which occurred just prior to "D Day" seems worth recording.

A certain Local Authority Water Board was called upon by the Admiralty to supply a large quantity of drinking water to Naval craft. The gallonage required was considerably in excess of the normal supply of the gravity main running from the catchments to the service reservoir.

The Chairman of the Board communicated with the Fire Force Commander asking for assistance, as he thought that several miles of 6" steel piping could be laid as a supplement to the existing main. The Area Water Officer attended an emergency meeting of the Water Board and during the discussion suggested that it would be possible to boost the supply through the existing main. It was resolved that the National Fire Service and the Water Engineer should make the best possible arrangements to obtain the necessary supply.

Pipe valves and fittings were quickly assembled, and at a point approximately 12 miles from the reservoir, the 9-inch main was opened up and a booster unit (as illustrated below) was fitted. The Admiralty supplied a 1,000 g.p.m. fire pump of American manufacture and this was installed to boost the normal pressure of 60 lb. up to 100 lb., thus increasing the flow at the outlet into the reservoir by 33,000 gallons per 12 hours. Time was a vital factor, but the pump operated non-stop for several days and nights and the total quantity of water required was delivered with 24 hours to spare.

When the job was completed, the boosting unit was disconnected and the length of plain piping refitted with Johnson couplings.



OPEN COTTON STORAGE SITES

Hints on Fire Protection and Methods of Attack

Open Cotton Storage Sites

As a result of a wise policy of the appropriate Ministry in dispersing increasing stocks of a commodity which is of vital importance in the war effort, coupled with the equally pressing need for utilizing warehouse space for more perishable goods and materials, we find many open air cotton storages appearing on what were formerly vacant plots of land. These storages usually comprise anything between ten and fifty thousand bales of cotton, arranged in piles or blocks of not more than one thousand bales each, covered with proofed sheets to protect them from the vagaries of the elements. All of these storages are of importance to the war effort, and therefore their protection against destruction or damage by fire needs no further justification.

Protection

The first essential is the preventative measures to ensure, so far as is possible, that there will be no outbreak of fire. Secondly, if fire does break out, that subsequent damage or destruction shall be kept to a minimum. To some extent these essentials are catered for in the initial planning of the site, both as regards the situation and also in the segregating of the stock into suitably-sized piles with good fire breaks between and easy access to all parts of the site.

Cotton has the capacity for retaining always a high percentage of moisture, and under the proofed sheets in hot weather can trap and absorb the heat of the sun, thereby developing a fair amount of heat under the sheets and preventing free circulation of air. Obviously, therefore, during hot weather a more careful and constant watch needs to be kept. The possibility of spontaneous ignition of certain types of covering cannot be disregarded, and it should always be emphasized that proofed sheets only should be used and not tarpaulins. Employees at the site always make a point of examining every bale before it is stacked and any damp or oily gunny wrappings are removed as they also have been known to have been contributory factors to a spontaneous fire.

The conditions and amount of stock held on these sites is constantly changing owing to additions and withdrawals, and it is imperative, therefore, that the officer-in-charge of the station on whose fireground the storage is sited should maintain close contact with the man in charge of the storage in order that he can keep in step with the latest developments.

The Ministry has laid down certain provisions and regulations which were prepared by experts (such as Col. C. S. Lyon, O.B.E., M.I. Fire E.) for the guidance of site managers, and frequent inspections are made on the sites by officers of the Liverpool Salvage Corps to ensure that these arrangements are maintained in a satisfactory state of preparedness. There is also on the staff of the Cotton Control Storage Officer an experienced Fire Service Officer, whose task it is to deal with Fire Prevention matters and to make the necessary liaison with the National Fire Service in each area where cotton is stored.

On all sites fire-fighting equipment has been provided, usually to the extent of one or more light trailer pumps, standpipes, hose, etc., and the regular training of the personnel must be carried out by the local National Fire Service unit. Frequent tactical exercises are necessary for instructing in the method of attack in varying winds, and in order that a pre-determined plan of attack may be always consciously maintained in the minds of the personnel. Any such tactical exercises should commence by the site personnel getting to work and building up from that to the pre-determined attendance of the National Fire Service. The site personnel should be encouraged to continue at work until the National Fire Service officer decides that they may be relieved.

Methods of Attack

The first essential is to ensure that an adequate pre-determined attendance of pumps is immediately available. On arrival, the officer-in-charge should, if possible, make contact with the senior employees who may be on the site, and obtain whatever information is required in order to dispose his forces to the best advantage. He should then arrange his layout, in the first instance

with the main object of cutting off the area involved from the remainder of the site, and the possibility of laying hose and positioning diffuser branches in order that the fire can be attacked against the wind should be one of the first considerations. All branches brought into operation should, in the first instance, have diffuser nozzles, and jets should not be used unless some special situation arises. It will be appreciated that jets tend to blow cobs of burning cotton all over the site and thereby contribute to the further spread of the fire.

If there is any wind at the time of the fire, glowing embers would be carried considerable distances, and the necessity for maintaining a constant patrol of the site and for keeping a watchful eye on neighbouring piles should not be overlooked. In fact, it is a wise precaution to keep the proofed sheets on the neighbouring piles wetted. This can be done effectively by the use of diffuser jets, thereby conserving water. Any uncovered piles should be sheeted up as soon as possible, as an additional safeguard. To post a man with a diffuser jet and give him a roving commission to deal with loose fired cotton is also a sound policy. It is important to remember that with cotton fires stationary attack meets with very little success; the best jets are those which are kept on the move. It is essential to keep bales intact where possible, as loose, fired cotton is very difficult to deal with and may accentuate the problem by causing further outbreaks elsewhere on the site.

When the main fire has been dealt with and the time comes for moving bales from the piles involved, it is necessary to exercise the greatest care; bales can bounce or roll for considerable distances and cause injuries to personnel, apart from the possibility of them bursting open and coming into contact with unfired bales, or causing congestion in the breaks. It is also at this stage that extra assistance will be required, in the form of additional men without pumps—in other words, a labour squad to break down piles so that branchmen may deal more quickly with remaining fire which would eat into the heart of each smouldering bale and thus greatly reduce the salvage. When there has been a fire at any particular site, the usual practice is for the fired bales and loose cotton to be removed to another site. Before this is done, however, this cotton is damped down to prevent, so far as possible, a further outbreak at the new site. All loose cotton which has accumulated should be put through water (e.g., by using a canvas dam) and thoroughly soaked before it is put on the lorries to be taken away. This is a very important point, as it is much cheaper to dry cotton than to have a further fire on a lorry loaded with loose cotton mainly because this precaution has not been taken. Furthermore, where such a new temporary site is established, it is always as well to arrange for men to be on duty with lines laid and diffuser branches in position, in case fire should break out again.

To sum up, it is a combination of local knowledge and the carrying out of a pre-determined plan of action—a plan that ensures an adequate N.F.S. attendance which has been tested by frequent joint exercises.—W.S.

It is the aim of this journal to encourage the fullest freedom of opinion and expression within the Association. Unless the fact is expressly stated, therefore, views put forward in these pages, whether in the Editorial columns or in articles, should not necessarily be regarded as expressing the considered policy of the Association.

FITNESS TRAINING

THERE is no doubt but that everyone at the present time is speculating on what the future holds for the N.F.S. and are also looking forward with keen anticipation to a statement from the Minister defining Post-War Policy.

This, of course, may have matured before this article appears in print, but I sometimes wonder if anyone looks back over the past three years with a view to assessing what advancement has been made by the Fire Service during this period, and whether it will be possible to retain the many innovations in the post-war era.

One of the innovations referred to above which has been a prominent feature of all training programmes is Fitness Training, and no one will attempt to criticize its value from every aspect, but will it be practicable or possible to retain it as such in the small post-war units? There is no doubt that it must form an essential feature of training schools which will be required to train recruits to fill vacancies from time to time, but can it become an integral part of a small station's routine, and, if so, is it desirable?

Let us endeavour to visualize the position which is likely to exist outside the larger towns and in those parts of the country where stations are scattered over rural areas. One can imagine a small town, responsible not only for its own protection but also a fairly large surrounding area, which at the most, will have one whole-time appliance probably supported by another appliance manned by a part-time crew.

The total number of whole-time men in such cases on duty at any one time will not exceed five, and the duties of such personnel are bound to be numerous; therefore the time factor becomes important when determining a routine, and the point to be decided is whether it is best to devote time to Fitness Training or whether such time could be better employed by carrying out fire drills.

It must be contended by some that a one hour period per day, during which such drills as hook ladder, escape, extension ladder, life-saving, etc., were carried out, would provide men with all the exercise necessary to keep them fit without the additional Fitness Training period. If the general opinion is in favour of eliminating Fitness Training and using fire drills in substitution, then adequate facilities must be made available to allow of a considerable variation. My own view is that the Service is suffering at present from the lack of such facilities as Drill Towers and Drill Yards, and this has undoubtedly led to a stereotyped and uninteresting form of drill which does not produce either efficiency, enthusiasm or interest.

It must not be overlooked when considering the above that organized sport forms an important branch of Fitness Training and should, at all times, be given every encouragement, though presenting some difficulty when only a small number of men are involved.

Fitness Training

In conclusion, I would say that there should be little difficulty in continuing the existing practice in large towns with fairly large establishments, but with a National Service it is the formulation of a policy generally applied which is so essential.—G.D.

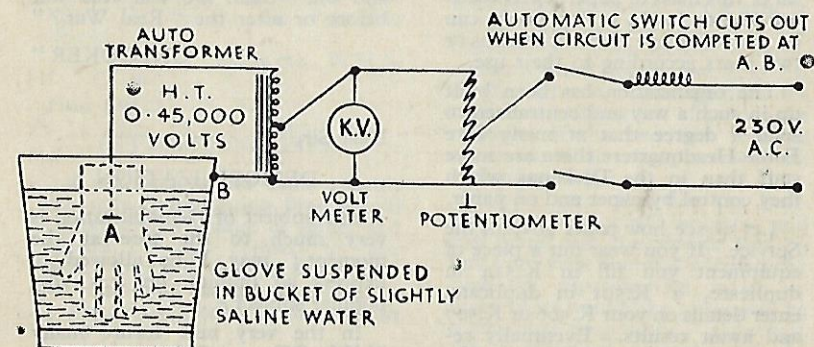
TESTING RUBBER GLOVES

UPON examination of rubber gloves following their use at a fire, it is possible that a mark or slight scratch appears which has not been noticed before. The Officer in Charge naturally feels he would like to have them tested before they are again used. It may, therefore, be of interest to know of a method of testing such gloves locally, and the Local Utility Undertaking are usually willing to assist and carry out a test in the following manner:

Each glove is filled with water and suspended in a bucket nearly full of slightly saline water. One electrode from a High Tension Test Set is then inserted in the glove, the other electrode being attached to the bucket, as shown in the illustration.

Each glove should be tested to a little over the voltage for which it is guaranteed, and this should be maintained for one minute. If the glove is faulty, the test set cuts out automatically. The puncture may be so small that it is difficult to trace, but the leak should show if the glove is filled with water under pressure.

Needless to say, if tested and found correct the gloves should be thoroughly dried and dusted with French chalk before being placed in commission, but if found to be faulty they should be sent for repair. Faulty rubber gloves should under no circumstances be used on electrical work of any voltage.—W.J.M.





Dear Mr. Editor,

PAPER WAR IN THE N.F.S.

One hears so much to-day about Post-War this, that and the other, and I wonder if the post-war set up in the N.F.S. will be able to exist unless something is done to put an end to the "Paper War" as it exists to-day. Some time ago a question was asked in the House regarding paper wastage in the issue of chevrons, and it appeared to me that in this case each man had had to sign a K.502 for his issue. After more than three years of N.F.S. working on duplicate, triplicate, quadruplicate, etc.—a form for everything, and everything on a form—there must be a terrific store of statistics and records held at various levels, and particularly at Fire Force Headquarters, with which the most efficient filing system in the world could not cope. To the best of my knowledge no instructions have been received to date regarding the disposal of this mass of paper, except that occurrence books or log books can be put to salvage after six months or two years according to their use.

The organization has been built up in such a way and centralized to such a degree that at many Fire Force Headquarters there are more staff than in the Divisions which they control by paper and on paper.

Let us see how paper governs the Service. If you wear out a piece of equipment you fill in K.514 in duplicate, a K.501 in duplicate, enter details on your K.506 or K.507 and await results. Eventually replacement is made, K.502 in triplicate, K.507's, Bin Cards, Ledgers and Control Inventories are posted, and the resultant paper termed "supporting vouchers" is filed, with the ever-increasing pile at Station, Division and Area level.

If a Column Officer wishes to transfer anything from one station to another he requests permission to do so "on paper, of course." In due course the transfer note K.511 in quintuplicate arrives, inventories and control inventories are posted and again the supporting vouchers are filed at the various levels.

Only when called to a fire is the Operational Officer freed from this paper war on the "Admin" side, and then he finds himself in the midst of standard messages—"assistance", "stop" and "informative." After the fire the paper war starts again: Fire Reports, reports to the press and local authorities, explanations and forms to fill in in cases of damage or loss of equipment, etc. If the M.K. has been called, the Catering Officer is busy filling in the K.337 and indents to replenish his stocks.

On top of all this, the Service sponsors Discussion Groups, Benevolent Fund, Welfare and Sports, and so the paper war goes on and on and on. Shall we win this war before or after the "Real War?"

"ONLOOKER"

Dear Sir,

DEMOBILIZATION

The subject of Demobilization is very much to the fore at the moment; may I be allowed to express an opinion on this very popular subject?

In the very near future many N.F.S. Officers will be returning to civilian life once more, and I can't help thinking that in spite of what is often said to the contrary at the present time, those who do go will miss their Fire Service job more than they think.

We are assured in N.F.S.I. and in the press that those who return to civvy street will be given back their old jobs, but in some cases this will be an impossibility, because the private firms who employed them simply don't exist. All Officers have appeared before at least one Selection Board, and those of Company Officer rank and above will have appeared before at least Divisional and Area Boards, and there is in our personal files a wealth of information about our capabilities. In the period which follows this war some of us may be up against it in the labour market and will have to compete with officers from other Services in the same boat.

It is not known what discharge papers are issued to officers in the other Services, but if the discharge book of an N.C.O. which I saw recently is anything to go by, he should have an excellent introduction when applying for a job. It was an 8vo volume of about 10 pages.

My contention is this: the information is at Home Office, and in Regional, Area and Divisional files, and we are entitled to an honourable discharge—something more than the entirely inadequate reference or certificate of service which G.F.F.I. 3/1944 permits. For many of us it was "touch and go" whether we stood by the Fire Service or offered ourselves to the Armed Forces, and we *should* be on an equal footing with officers from other Services in the Post-War World.

Yours etc., W.H.S.

Dear Sir,

INTERESTING FIRES

I am anxious to read reliable accounts of interesting fires as told by officers in charge of same, and should be very pleased to hear either from you or from any readers of *The Jet* details of books or publications likely to supply my need.

I have found many of the N.F.P.A. official accounts of fires both interesting and instructive, but would prefer a more personal story told by the officer-in-charge, relating his impressions on arrival, strategy, moments of doubt or

Letters to the Editor

satisfaction during the course of the fire and, finally, his observations and lessons learned.

I have been able to find remarkably few reports published in this style, and suggest to experienced Fire Officers that such reports would be eagerly read and appreciated, particularly by younger Officers.

Yours faithfully, W.A.C.

Dear Sir,

FIRE PROTECTION AND FINANCE

In these days everyone is, quite naturally, discussing the future of the Fire Service, and some really admirable suggestions have been made which would increase not only the efficiency, but the status of the Service.

There is one point, however, which I have not heard discussed and which I think your readers may care to think about, and express their views in writing through the medium of this journal.

After the war there is going to be a very great demand from the general public for a reduction in taxation. New schemes both for education and social security are under way which are going to cost the country considerable sums of money. It seems to me that cuts will have to be made somewhere, and as the general public becomes less and less fire conscious as the war recedes from this country, will it not be inevitable that in the light of public opinion the necessary money to finance the majority of the excellent schemes which have been suggested will not be forthcoming?

I fully appreciate that the Post-War Fire Service will be better, and cost more, than the pre-war Service, but I am very doubtful whether the type of super-Service which so many of us would like to see will be a practical proposition. After all, the question of cost will be the deciding factor, and I am rather inclined to the view, although I sincerely hope that I am wrong, that the money to finance such a Fire Service will not be available.

Yours truly, C.H.

Believe it or Believe it not

IF I had told our Regional Treasurer that the recent efforts of the Association in obtaining an additional £25 per annum for Senior Company and Company Officers had, in at least one instance, fallen short of achieving their object; that I was perfectly satisfied to remain on £375 per annum and that I should be in a better financial position if I resigned from the Association and pocketed the current year's subscription, he would have been most indignant.

If I had told my wife that I had refused to accept an increase in salary of £25 per annum, to say the least, she too would have been indignant.

Being one of many whose first £165, allowed at the reduced rate of Income Tax, has been exhausted, the first "bite" takes half and is easily illustrated by the following:—

Increase per annum	..	£25	0	0
Less Tax @ 10/- in £	..	12	10	0
		£12	10	0

The second "bite" which takes the remainder will require a little more explanation.

Those whose home life has not been disrupted through the advent of the war may be interested to learn that under the provisions of N.F.S.I. 18/1941 and until 25th February, 1944, a Company Officer, who was not within reasonable travelling distance of his home, supported dependants in his home town and travelled home not more frequently than once per week, qualified for a fixed weekly lodging allowance of £1 13s. On the 26th February, 1944, G.F.F.I. 6/1944 became operative and its immediate effect was to reduce all lodging allowances by a daily amount based on weekly and annual pay, defined in the Instruction as "home saving," and fix a minimum lodging allowance of £1 4s. 6d. per week.

For personnel drawing over £4 10s. per week, but not more than £375 per annum (this latter figure would appear to be directly related to the salary of Company Officers), a deduction of 1/6 per day is prescribed, so it will be appreciated that the effect of G.F.F.I. 6/1944 on Company Officers in receipt of lodging allowance was, with one exception, an immediate reduction in their allowance of not exceeding 10/6 per week. The exception refers to circumstances where the actual lodging expenses are £2 3s. 6d. per week or over.

A daily figure of "home saving" is quoted in the Instruction, so it is fair to assume that where personnel visit their homes for an overnight or week-end period once each week (normal rota leave), the deduction should be based on a six-day week since no saving is effected on the leave day.

A recent ruling on the calculation of the "home saving" figure stated that it should be based on a seven-day week without exception,

Believe it or Believe it not

and since the latest increase of £25 per annum brings the salary over the £375 limit, 2/- per day for seven days, instead of 1/6 per day for six days, is now being deducted, viz. 14/- per week or an increased deduction of 5/- which is equivalent to £12 10s. per annum.

This completes the second "bite."

The following example illustrates the fluctuation in the net annual salary, after allowing for actual lodging expenses and increased tax payable:—

Date	Annual Salary	Lodging Allowance	Total	Actual Exs Board and Lodging	Increase in Income Tax	Net Salary
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
31.3.43	350	82 10 0(a)	432 10 0	96 5 0(d)	- - -	*336 5 0
1.4.43	375	82 10 0	457 10 0	96 5 0	12 10 0	348 15 0
26.2.44	375	73 15 0(b)	448 15 0	96 5 0	12 10 0	340 0 0
1.7.44	400	61 5 0(c)	461 5 0	96 5 0	25 0 0	*340 0 0

(a) N.F.S.I. 18/1941 £1 13 0 × 50 weeks = £82 10 0

(b) G.F.F.I. 6/1944
Actual Expenses £1 18 6
less "home saving"
6 × 1/6 9 0

£1 9 6 × 50 weeks = £73 15 0

(c) G.F.F.I. 6/1944
Actual Expenses £1 18 6
less "home saving"
7 × 2/- 14 0

£1 4 6 × 50 weeks = £61 5 0

(d) Actual expenditure on Board and Lodging £1 18 6 × 50 weeks = £96 5 0

* Net effect of £50 increase:— £340—£336/5/- = £3/15/-

How can a "home saving" deduction be justified two years after the issue of N.F.S.I. 18/1941? Was not this factor taken into account when computing the figure of £1 13s.? If so, why another 2/- per day? If not, why not! Are we being penalized through more incompetence? Further, why fix the minimum allowance at the previous maximum rate payable to a fireman when the cost of living on 26th February, 1944, was infinitely higher than on 6th September, 1941?

So far as the Association is concerned I should be interested to know whether it was aware that increased deductions would be made on account of "home saving," and whether negotiations are in progress for revising the limit of £375 laid down in G.F.F.I. 6/1944.

The possibility of a contingent asset in the form of a post-war income tax credit has not been overlooked.

COMPANY OFFICER No. 7.

PSYCHOLOGY IN THE FIRE SERVICE

BEFORE the war Psychology was almost unknown in the Fire Service and I well remember the feeling in the Service when the first batch of Officers returned to their stations after their interviews and stated the composition of the Board of Examiners.

A Psychologist ! This was something different, a difference that played havoc with those who had yet to be interviewed. Officers I had known for years, whose physical courage was ideal, returned from that interview in a state of apprehension ; their moral courage had let them down. At least, that is what they thought. Their whole demeanour made me think that each had been given a copy picture of Schwind's " The Prisoner's Dream " and asked to give their impression of what it meant.

Yes, all were very apprehensive of the result of the interview—but most were apprehensive of what the psychologist thought, as if he were able to tell the Board their innermost secrets !

Two years, or more, have passed since those interviews were held, and we have had time to discuss and weigh in the scales of reason the pros and cons. Has psychology helped the Service ? Has the effect left an impression not easily eradicated from the minds of those who faced, what was to them a mental test of their conscious or subconscious reaction to a set question, or questions which may give away a secret ? A moral test in fact ; the word being used in its narrowest sense.

Psycho-analysis is a form of medical treatment for those suffering from nervous disorders. Did the psychologist know that many who left the interview were ready for treatment as patients under the heading *Anxiety neurosis* ? Does the Board know that the result of the use of a psychologist was damaging to the profession ? Prejudices do not die easily.

The Danger of Amateur Psychologists

The manner in which psychology has been employed during this war is far from satisfactory, and liable to injure such a profession. It has created the amateur psychologist—the pseudo-smart-intelligent-person who considers he can weigh up a man in a very few moments. There is definitely a danger in that direction, as I have heard an officer say " it does not take me long to know what a man is. " How clever—but how foolish !

I am not against the psychologist, or his analysis : what I am against is the manner in which psychology is used. It is very doubtful if psycho-analysis can be practised with persons other than the psychologist being in the room at the same time. The very thought of others being present will place the patient at the ready to lie at every question. I am not so sure that even a real patient who has gone to him of his own free will, does not use all his wits to outmanoeuvre the psychologist.

The Real Purpose of True Psychology

We have waited many years for psycho-analysis to take its place high in the medical world, but I see danger when it is used in the way

Psychology in the Fire Service

we are employing it to-day. It is far too valuable an aid to health for the science to be used so loosely, and in consequence lose the faith of the people. If psycho-analysis is to be used by the Fire Service, then let us use it to advantage and not employ half measures.

A psychologist in uniform with some kind of rank—to me that is a sign of the times. Put everyone in uniform, but the calling of a psychologist is above rank and uniform—his is the master mind. It is as though Toscanini would be a better conductor if he wore the uniform of the Diplomatic Corps. Both callings are far above the material.

The resistance a patient uses against the psychologist finding the cause of his illness has led me to believe that a psychologist sitting on an Interview Board has not the atmosphere nor the time to analyse a man—and assess him. If it is necessary to use a psychologist he should be the interviewing authority on the Board ; but the rank accorded to him places him in such a position that he himself may not answer a question from the Board—it may not be etiquette for him to do so.

—" PSYCHO "

TRANSPORT OFFICERS AND THE LAW

By
" ARJAY "

A TRANSPORT OFFICER was summoned recently for permitting an unlicensed driver to drive an N.F.S. vehicle, and whilst we have all of us at one time or another bemoaned the fact that our cars are laid up, this case caused me to reconsider the position. By applying very strong bias, I eventually derive some small consolation from the fact that, without a car, I was, after all, at least free from the many hazards of motoring and from the worry of the myriad petty and quasi-criminal offences which are the bogey of the average car driver.

But not so the poor Transport Officers. In their capacity as Area Transport Officers they are still liable for what is euphemistically termed by the police as " permitting " e.g., permitting an N.F.S. vehicle to be driven by an unlicensed driver or permitting offences under the Construction and Use Regulations, namely, running vehicles with no reflecting mirror or with defective brakes or defective lights, etc.

It all started because the N.F.S. is a Crown Service, and although the old axiom " the Crown can do no wrong " affords a measure of protection to other members of the N.F.S., it is no help to the A.T.O. He, in fact, becomes the Aunt Sally of the Service so far as these offences are concerned, for the relevant parts of the Road Traffic Acts " apply to vehicles and persons in the public service of the Crown, " in addition, of course, to vehicles and persons less fortunately placed. As though that were not enough, these Acts go on to say that in Crown cases " for the purpose of proceeding against any person other than the driver, the person nominated by the Department in whose service the vehicle is used shall be deemed to be the person actually responsible. "

Transport Officers and the Law

For nearly eighteen months during its very early childhood the N.F.S. got away with many such "permittings." It could not have been otherwise with some of those appalling A.T.C's which were then issued. Then the Area Transport Officer became "the person nominated by the Department . . . and deemed to be the person actually responsible." These last six words bar the A.T.O. from a defence often open to the ordinary employer charged with permitting—that he did not know and could not have known that there was an offence.

The poor A.T.O. can only get away with it by proving that the driver *only* was responsible, and no one else in the N.F.S.

It is arguable whether this nomination of the A.T.O. is in all circumstances fair to him. For instance, why not the Fire Force Commander? Personally I lean to the view that as these are offences under the Road Traffic Acts, they come within the A.T.O.'s reference and he, therefore, is the right person to be so nominated.

He can, of course, refuse to accept the responsibility, but that raises the bogey of whether by doing so he disobeys a lawful order. In any case, it seems to me to be not worth his while to dig his heels in on this point, particularly as he will not be involved in any undue hardship, for he is entitled to be defended by the Treasury Solicitor's Agent and to have his fine and any costs awarded against him reimbursed by the Service.

These various permittings may result in the A.T.O. having a record of offences a mile long, and should he at some post-war date, as a private motorist, succeed once again in arousing the wrath of the Law, this record might well cause him some embarrassment. He could, of course, explain to the Magistrates that they were N.F.S. offences, but it is remarkable how difficult it is sometimes to convince those gentlemen.

It is essential to bear in mind that it is the N.F.S. which is charged with the offence, and the A.T.O. is merely the person nominated to represent the Service. In the normal case, the first intimation the A.T.O. will receive that there has been an offence will be a visit from the local police. Bearing in mind that it is the function of the police to take down in writing everything that is said, the A.T.O. will say something to the following effect: "I know nothing of the alleged offence. It is an offence of the N.F.S. I am only the person nominated to represent the Service. If you intend to issue a summons please make the N.F.S. the defendants and name me as representing it." He should insist that the summons indicates that the culprit is the N.F.S., although his name, of course, will also appear on it. The matter should then be referred via his Fire Force Commander and Regional Headquarters to the Treasury Solicitor.

Ultimately, when the case is heard, the fact that the A.T.O. is merely the representative of the N.F.S. should be emphasized. In all probability there will be no alternative to admitting the offence, and the court, after hearing the very mitigating facts, will fix the penalty. Now, above all, particular care should be taken to see that the conviction, if any, is registered against the N.F.S. and not the A.T.O.

If these suggestions are followed, it is thought that the possibility of the A.T.O.'s future being blighted by a criminal record will be minimized.

Have Fire Appliance Competitions a National Value?

DURING the three years life of the National Fire Service, numerous fire appliance competitions have been staged in all parts of the country, ranging from small inter-Station drills to large-scale multi-event competitions organized on an Area or Regional basis. The Supply Ministries and the Industrial Fire Brigades Associations, too, have staged similar competitions in a number of Regions.

Such comprehensive competitions naturally involve a great amount of detailed arrangement, expert organization and substantial financial outlay if they are to run smoothly and efficiently as behoves a National Service. Individual attention by Senior Officers is also very necessary if the day is to be a complete success.

What is the value to be gained from such competitions? Does the amount of organization involved outweigh the training and publicity value? These are questions which require to be answered quite early in the post-war period, and in order to provide an opportunity for the matter to be debated these are my own views on the subject.

In the first place I can claim that it was solely due to witnessing a National Competition that I made up my mind to make the Fire Service my career in life. The occasion was the National Fire Brigades Association Annual Competitions, 1911, which were held at the Crystal Palace. I was a lad at the time and was taken by a relative to witness the competitions because my father (then a volunteer member of an Urban District Brigade) was a competitor. The day's proceedings (which, by the way, included the official christening of a brand new appliance on being handed over from the makers to the Chief Officer of my home-town Fire Brigade) so impressed me that I decided somehow or other I was going to be a professional fireman.

There is no doubt that National and Local Competitions have, over a number of years, fostered interest and good fellowship within the Service and have probably been the direct means of attracting the right type of recruit, whether volunteer, retained or professional. No doubt someone will say that this is not so, but that it is the glamorous and exciting nature of a fireman's operational duties which provides the main attraction to recruitment. I wonder; because prior to joining the Service I never had the good fortune to be in the right place at the right time to witness a spectacular fire. Consequently my knowledge and experience of actual fires was confined to newspaper reports, books and hearsay.

What does competition work achieve? To my mind it develops primarily that familiarity in handling gear and equipment which is so essential to a fireman to such a degree that improvisation in an emergency becomes natural and instantaneous. It also provides a valuable opportunity for personnel to gain experience of working in view of the public, thus losing all sense of stage fright. It tends to develop a quick-thinking brain, common sense, initiative, physical fitness and

Fire Appliance Competitions

improves the morale and team spirit of personnel. Finally, it makes good practical firemen, because this attribute is composed essentially of common sense, alertness and initiative.

To obtain the utmost benefit from competitions it is essential that they are promoted from the lowest levels, e.g., that complete teams are formed from the personnel on Stations to compete one against the other for the honour of representing their appropriate formation. Sub-Divisional, Divisional, Area or Regional teams comprising hand-picked or specially-selected personnel are to be deprecated. My idea is that once a Station team is formed it should be able to pass from one competition level to another right through to the final, and thus be able to gain premier honours. In this way a maximum number of personnel benefit from the intensive training which competitions involve.

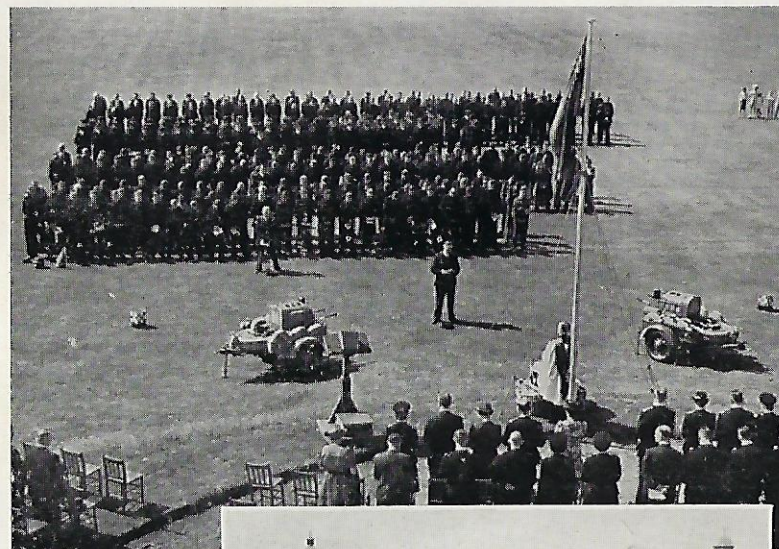
Since Nationalization there has been considerable development in the scope of competition drills, in so far that 6" steel pipe laying, water relaying, dam erection and field telephone cable and hose laying are often included in present-day programmes. These drills have obviously served an extremely useful purpose in that new methods and systems have been evolved and the crews concerned have improved their particular ability to a very high degree, as instanced by the now fairly common accomplishment of laying 1,000 ft. of 6" steel pipe line in approximately 10 minutes.

What of the national angle to this question? Irrespective of whether the Service remains Nationalized after the war, there is no real reason in my opinion why a comprehensive series of competitive drills should not be promoted on a national basis, whereby it will be possible for a team comprised of members of the smallest Fire Service formation to win premier honours in competition with other teams drawn from all parts of the country. Such national competitions should be open to part-time, retained, industrial and professional personnel, either collectively or individually.

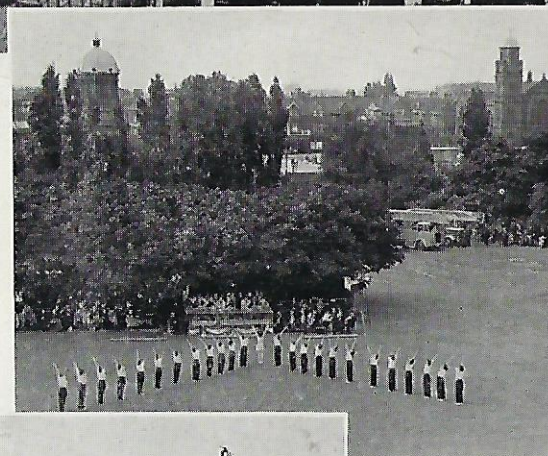
The drills should be standard and of all types (thus catering for all classes of personnel), with clearly-defined rules and penalties. Rules should be framed so as to allow the competing crews ample opportunity to exercise their individual initiative and ingenuity, whilst penalties should be kept to a minimum consistent with good drill practice.

Worthwhile trophies, prize money and financial outlay should be a charge upon a central competitions fund; in fact, the programme should be organized in a manner comparable with the Royal Tournament or the Aldershot Tattoo, thereby providing valuable publicity for the Service as well as the possibility of a substantial annual source of revenue for Service Charities.

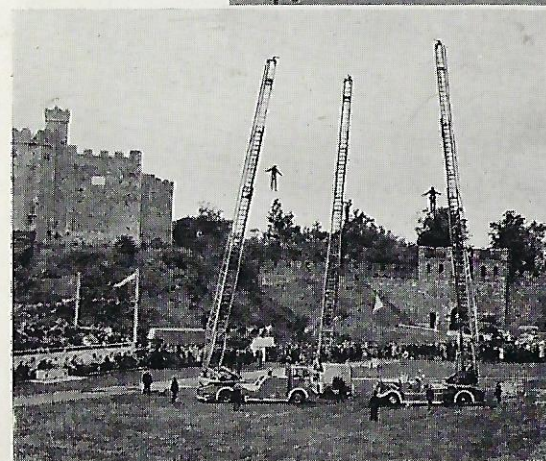
After perusing shoals of newspaper cuttings appertaining to fire appliance competitions which have been held up and down the country during the summer months of 1944, I am convinced that there is widespread support for the project I envisage. It would, however, be interesting to learn through the columns of *The Jet* the reactions of other Fire Service Officers in this respect.—H.R.L.,



DRUMHEAD
SERVICE
AT MESSENGERS'
CAMP



PHYSICAL
TRAINING
DISPLAY
BY
FIREWOMEN

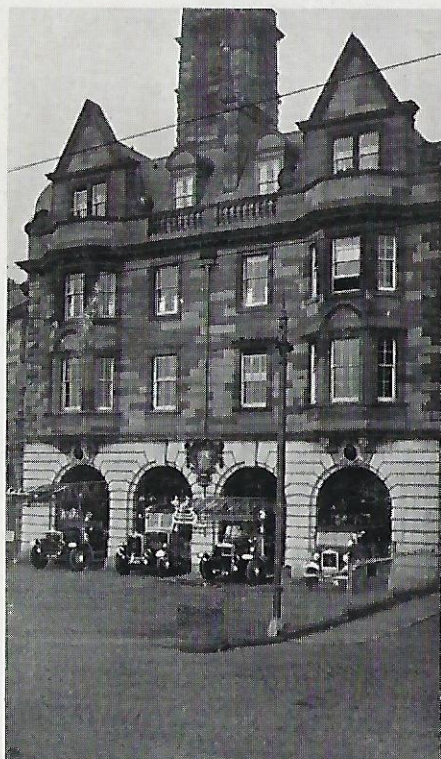


TURNTABLE LADDER AND DAVEY ESCAPE
DEMONSTRATION

(Home Office
Official Photographs)



Ready,
Aye
Ready



LAURISTON PLACE HEADQUARTERS—PAST AND PRESENT

Edinburgh Fire Brigade

The First Municipal Fire Service in the World

EDINBURGH has a reputation for many virtues and associations, for great moments and great men, for looks and past splendours, and especially for what we are fond of calling the amenities. Not least among these amenities picked out for praise has been the city's fire fighting organization, which enjoys a far wider than merely local respect and seems to have entered the annals almost as a legend. It is inclined to be accepted as an historical fact that the fire service of the modern human race had its origin somewhere in the ancient Royal Mile, and that the first genius to give discretion, initiative and scientific study to the business of putting out fire was James Braidwood.

"Seven or aught twenty fute ledders as well as three or foure sayes (saws) to the common use, and sex or ma cleikes of iron to draw down timber and ruiffes that are fired."

This brief inventory of equipment was provided by the officials of Edinburgh in the year 1824, during the reign of King James I of Scotland, upon the instigation of the Scottish Parliament, and it is for this reason that Edinburgh Fire Brigade claims the distinction of being the first municipal fire service in the world. What are probably the earliest fire prevention laws were contemporary to the foundation of the town's fire fighting organization, for it was also enacted that:

"na fire be fetched fra ane house til ane uther within the town bot within covered weshel or lanterne, under paine of ane unlaw."

Insurance Brigades

Back a hundred years when Edinburgh could hardly gloat and gurgle over her amenities, in the days of indiscipline, riots and the rest, of easily-fired buildings left complacently to burn, when companies' brigades ran to fires only in their own buildings, when the Provost, Magistrates, soldiers, the militia and children lent a hand with buckets of water, the press of the day was reporting with monotonous regularity: *The fire engines attended immediately, but though every possible exertion was made, the whole was burned down. The whole was, however, insured.*

Buildings covered by fire insurance policies were marked by tablets known as Fire Marks, which were usually of lead or cast iron, generally painted in various colours or gilded, and attached by screws or nails to the front of a building soon after the issue of its policy covering structure and contents. It was only to property thus indicated that the insurance companies' engines would pay attention. Imagine the old manual fire pumps turning out to a fire in a particular street only to find that the fire mark was not their company's design. No assistance would be given—in fact instances have been recorded where a rival company would endeavour to sabotage another's efforts!

The Great Fire of Edinburgh

Absolutely no co-operation existed between the various insurance company crews, and it was the Great Fire of November, 1824—one of the most disastrous fires that ever swept the Scottish capital—that drew the attention of the public to this unsatisfactory state of affairs. Damage amounting to £200,000 was caused, nearly 400 families losing their homes in spite of the fact that all available appliances were utilized. *Even the most unconcerned and profligate persons found themselves incapable of beholding this terrific scene with indifference.* Some of the most characteristic buildings of the Old Town were completely destroyed in this conflagration, which began at the Old Assembly Close, raged for three days, and destroyed the greater part of High Street.

Edinburgh Fire Brigade

Committee of the Town Council, was Commandant of the Auxiliary Fire Service with Headquarters separate from that of the Regular Brigade. Under his command there were 3 Deputy Commandants, and the city was divided into 5 Divisions, each controlled by a Divisional Officer.

On mobilization the whole-time strength was 1,029, which rose to 1,200, but on instructions from the Scottish Home Department this figure was brought down in 1940 to 640 full-time and 850 part-time Auxiliary Firemen.

N.F.S. No. 3 South Eastern Area

With the advent of nationalization, the South Eastern Area, covering 2,491 square miles with a population of approximately 765,000 as taken over by Fire Force Commander W. B. Muir, M.B.E., consisted of 28 peace-time pumps of various types, 3 turntable ladders, 103 major emergency appliances and 192 light trailers. There were then 120 whole-time regulars, 285 part-time retained regulars, 973 whole-time and 1,717 part-time Auxiliary Fire Service personnel.

The Area, with headquarters at Edinburgh, was split into 3 Divisions, A, B and C, with 3, 4 and 5 Sub-Divisions respectively. Each Division had its headquarters in Edinburgh, boundaries meeting approximately in the centre of the city. There were 26 whole-time stations, inclusive of the five peace-time stations and 11 whole-time stations in the Outer Area.

The present-day establishment of the South Eastern Area is Fire Force Commander W. B. Muir, Deputy Fire Force Commander Wylie, Divisional Officers McConnell, Swanson and Robertson, Column Officer Finlay (Principal Administrative Officer), and Area Officer Thynn, with a strength of 1,026 whole-time male personnel, 216 part-time retained officers and men, 1,856 part-time officers and men, 322 whole-time and 425 part-time female personnel. In No. 11 Region the senior uniformed officer holding the rank of Chief Regional Fire Officer is Mr. A. B. Craig, O.B.E., known as the Principal Fire Staff Officer.

The Capital of Scotland has made her contribution, both spectacular and unspectacular, to the technique and practice of modern fire fighting, and has written a good chapter to its memorable history. It is a far cry from the days of the insurance brigades to present-day fire fighting under the National Fire Service. Edinburgh is justly proud of the part which this Service has played during the present emergency, and to-day has all the latest fire appliances essential for adequate fire protection. It may be said of this uniquely historical Brigade, to-day as in the past—

Ready, Aye Ready.

R. T. W./G.B.

