



"WATER OFF"



NEWSLETTER OF THE
RETIRED FIREFIGHTERS'
ASSOCIATION OF AUSTRALIA
(VICTORIAN BRANCH) INC.



August 2012 Vol 16 No 3
Inc/No: A16839F

Fire Services Commissioner Guest Speaker at RFA's August Meeting

Victoria's Fire Services
Commissioner, Craig Lapsley
(PSM)

Craig Lapsley has enjoyed an
impressive 30-year career in
emergency services
management and emergency
response.



Craig Lapsley, Fire Services Commissioner, Victoria

Beginning his career as a volunteer firefighter, Craig rose through the ranks of the Country Fire Authority (CFA) to become a Deputy Chief Officer.

He has both interstate and interagency experience, having overseen state operations in the NSW Fire Brigade and also transformed the Victorian State Emergency Services (SES) from a government department to a statutory authority

In 2007, Craig left the CFA to become Director

Emergency Management, Health and Human Services, playing a lead role in Victorian recovery efforts following the 2009 Black Saturday bushfires.

Craig became Victoria's first Fire Services Commissioner in 2010, a role recommended by the Bushfires Royal Commission. An independent statutory position, the Commissioner is the State Controller for major fires in Victoria and the most senior operational firefighter in the state.

The Fire Services Commissioner is also responsible for developing a three-year rolling reform program for the CFA, MFB and DSE, for developing and reviewing performance standards and incident management training and for managing the State Control Centre.

Craig prides himself on being a dynamic leader in the emergency management industry and is a strong believer in the integration of the community into all levels of emergency management in an all hazards, all agencies approach.

IMPORTANT NOTICE

The next quarterly meeting, Wednesday 15th August, will be held at the Corio Fire Station, Birdwood Avenue, (Melway's page 441 K2) starting at 10.30 am.

Our Geelong members go to great lengths to put this together, let's support them, bring your partner, organise a car pool!

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“GENERAL MEETING”

Notice is hereby given that the next General Meeting will be held at the CFA Corio Fire Station
Birdwood Ave (Melway’s page 441 K2).

10.30 Hours, Wednesday 15th August 2012

AGENDA ITEMS.

Minutes of last General meeting.
President’s Report.
Secretary/Treasurer’s Report.
Guest Speaker, Craig Lapsley
General Business

JOHN BERRY
SECRETARY/TREASURER
Please Note;
Address all correspondence to:
The Secretary,
24 Lincoln Drive Lower Plenty 3093
Ph. 9431 2880

Please come along, bring your partner and have your say in the running of the Association. Join in the fellowship of your old friends and make new ones.

Lunch available at a venue nearby, (at your own expense) Please join us!

Non financial Members

Members be advised if your newsletter has an expiry date of 2/1/2010 that means you have not paid your subs since 2009 therefore if no remuneration is received by the 2/1/12 your name will be automatically removed from the mailing list. If, for what ever reason any member is unable to meet this request please do not hesitate to call the secretary, (confidentiality is assured)

OFFICE BEARERS

President, Don Brennan
Vice President, Ian Fowler
Sec./Treasurer, John Berry

General Committee;

Ian Geddes
John Laverick
Mike McCumisky
John Schintler
John Wallace

Auditor;

Theo Teklenburg

“Water Off”
Editorial Staff
John Laverick
Barbara McCumisky

Valë

Keith Arms (MFB) Robert Lardner (MFB)
Noel Dahl (MFB) Basil Smith (MFB)
Fred Deegan (MFB) Robert Undy (MFB)
Wayne Dellamarta (MFB)

We offer our condolences to the families of these members who have gone on to a higher duty.

SICK LIST (* In Nursing Home)

Stan Cameron Ernie Goodall*
Huew Campbell* Clarrie Hart
Ken Clinkaberry Jack Sexton
Ron Clough Brian Trembath
Russ Daniels* Ron Turner*

We wish these members a speedy recovery

Note: If you know of any member who may be ill please notify a committee member.
We endeavour to keep you informed, but can only do this with your help.

Diary Dates 2012

August 15th General Meeting, Corio F/Stn.
November 21st Annual General Meeting
November 24th UFU Christmas Luncheon
 Malvern Town Hall
November 27th Geelong Firie’s Muster

PRESIDENT'S REPORT

Our next meeting in August will be held as usual in Geelong. I have arranged for the States Fire Commissioner Craig Lapsley to be our guest speaker. Lunch is at the Gateway Hotel at your expense all you can eat smorgasbord.

At our last meeting it was voted that \$2000 be donated to the Fire Services Museum. The next Bunnings BBQ – Old Geelong Road, Hoppers Crossing will be held on Saturday 15th September 2012. If you can help please speak to me at our meeting or ring me on 9742 6626. We normally do 2 shifts, 8 – 12 and 12 – 4pm.

Congratulations to John Cannon who on the 26th June obtained his OBE (Over Bloody Eighty). John has been retired for 24 years. He has been with Retired Ed for 14 years, he also was heavily involved with St Vincent De Paul Society, and through John we had the BBQ at Ozanam House. John has a son Peter who is at Station Officer at Number 5 station. Well done and keep up the good work.

Don't forget, if you are in Queensland on Thursday 26th July, a reunion will be held at the South Port Yacht Club at 11.30am.

Hope to see you at either of our next two events.

Don Brennan

SECRETARY/TREASURER'S REPORT

Here we are $\frac{3}{4}$ of the way through 2012 and the Victorian members are on their yearly sojourn to the Sunshine state again. I am going to start a rumour, did you know they are going to close the border to the southerners, because they are pinching the entire vitamin "D" when they expose their white bodies to the sun and are leaving none for the locals. (Believe it or not)

Let's get back to the real world, your committee have, for the last four meetings, organised guest speakers that any other group would have given their back teeth to have them do a show & tell for them. The last one MFB, CEO Nick Easy (see minutes), even with the limited time he had available, left us in no doubt the reason why he got his current job, very professional, we hope to have him back again sometime in the future, next time Nick said that he will try to join us for lunch. The next guest is non-other than the Fire Commissioner Craig Lapsley, (see front page) our CFA members will remember him well as he was highly regarded by them.

I would like to refresh everyone's memory about Peter Marshall, our guest speaker at the February meeting, where he gave us a most informative lecture on the Federal Government's acceptance of the Fair Protection for Firefighters legislation. In light of all the articles in the daily papers regarding the many problems found at the CFA training school Fiskville, it leaves you in no doubt why the UFU Secretary fought so hard and long in achieving this for all Firefighters, not just UFU members.

I know Unions never put up their executives for consideration for an Australian award however; I would like to go on record that Peter Marshall, who has been unwavering in his push for a safer workplace for all of the Firefighting fraternity, deserves this country's highest accolade. There is no doubt future generations will look back on him and be in awe of his foresight.

Another person who put himself out there was Retired CFA Chief Officer Brian Potter, I met him many years ago when I was in the job and he impressed me greatly with his genuine concern for all firefighters. The more I read about this whole episode the more I must question why the powers that be keep knocking people down when all they want is to make a safer community for all. They deserve much better from us, we hypothesize that we believe in a fair go for all if this is true, let's start contacting our local members of all political persuasions and let them know how

very disappointed we are in their performance by their failure to support the Fair Protection of Firefighters. Federally it received unanimous support, are they saying they know better? In light of what has occurred in this state one would have to question that philosophy.

Another item I believe will be of interest to not only our foundation members but all members; we have had a first happen for the RFA. Gabrielle Wolski of the MFB has invited us to address their Retirement Readiness Seminar for 15 minutes about the association, it has only taken just over 25 years for this to occur, the time is to give the people in attendance an idea what we are all about. I have on everyone's behalf thanked her for the opportunity. I reckon with the years of life experience, member numbers and the many guest speakers we have had address our meetings on the many aspects of this stage in life they may have considered we do have a little knowledge about it. Not to worry this is a start, today, fifteen minutes, tomorrow the world.

At the last meeting a motion was put and carried (see minutes) to donate to Fire Services Museum of Victoria \$2,000 well on June 2rd we received from them a letter of appreciation and identification that it will be spent on refurbishment on the 1948 Fargo No1 Pump, which was first stationed at No 47 Footscray. The museum had the appliance donated to them from the late Warwick Bromham estate. This will give them a pair of Fargo Pumpers available for special occasions, when completed they will bring it along to one of our meetings.

The President and myself were invited to the Museum by the Firefighters Charity to be part of the first year of operation celebration. The work they are doing in the community is first class and all the money is coming from the MFB staff on a voluntary basis. Their committee would like us to become involved on a project or two; there is no doubt in joint projects we would be part of one that will be of significance to the one selected.

This is your Simple Memory Test for this edition

Say "Silk" five times out loud.

Now spell "Silk".

What do cows drink? Say the answer out loud.

Answer page 15.

On behalf of all the members, to the families who have lost loved ones, we know at times like this, we can only imagine what you're going through please take comfort in the fact your loved one is in our thoughts.

John Berry

Minutes, General Meeting 16th May 2012, at Training College.

Don Brennan (President), John Berry (Secretary/
Treasurer), Ian Geddes (Minutes).

Present - 63

Apologies - 8

Guest speaker: Nick Easy, Chief Executive Officer of Metropolitan Fire Brigade.

Mr. Easy spoke of camaraderie within the Brigade, and his ongoing support for the R.F.A.

The Brigade - At present has a \$350 Million Budget, \$650 Million in Assets.

1,800 operational and 300 support staff.

28,000 calls, Fires 2,700 Structure, 3,800 Non-Structure, 6,000 Incidents, 3,000 Medical and 13,000 False Alarms.

Challenges - Bigger population, money management, social media exposure, multi-agency co-operation.

Funding - A proposal is for a Fire Services Levy, raised through Municipal Councils, on all properties in Victoria.

A new Training Facility in Craigieburn is to cost \$110 million and have accommodation for 50 persons.

Questions - One Fire Service for Victoria - not Liberal Party policy.

Fire Vision - Mr. Easy was made aware of the lack of attendance of Fire Vision at some retirements.

Community respect of the Brigade - over 500 Media mentions (T.V., radio, papers) per month, plus successful "family days" at Stations.

Education of the public re role of Brigade - ongoing with growing support.

MFB Board structure - 6 members/directors, with no insurance rep, or employees rep.

C.E.O. Easy was "across the board" in his presentation and answering our questions.

Don Brennan, and all of us, thanked Nick and presented him with a gift which he graciously suggested should go as a "door prize". Mr. Easy then left to attend to Brigade business.

10.45hrs Meeting proceeded.

Don Brennan welcomed first time attendees - Wilma Brown (Ted's widow, Jack Green's daughter), Jack McGuinness (21), Bruce Smith (26) and Merv Millstead (47).

Sick List:

Wayne Dellamarta, Noel Dahl, Stan Devlin, Jim Crone, Max McCraw. Tom Wilson, Jim Gibson.

Minutes from previous Meeting:

Secretary Berry read Minutes of February meeting.

Accepted - Brian Jackson, seconded - Doug Knight - carried.

Business arising

Coat badge - Motion Ron Rae, seconded Alan Roberts "No further action to be taken at this time" - Carried.

Ozanam House - successful day. Outlay \$545.

Bunning's Bar-B-Q, in September at Hoppers Crossing.

Craig Lapsley (Fire Services Commissioner) will attend August Meeting at Corio Fire Station.

Financial Report:

John Berry moved that this meeting of the RFA approve the expenditure of \$1023 to replace the Editors computer, -Seconded Ron Rae -Carried.

Cost of Family day \$595, Ozanam C/C \$545

S.1, - \$4,473.75 I.1, - \$5,838.13.

Accepted - Ian Fowler - Seconded - John Cotter - Carried.

Correspondence

Letter from Mark Carter (Firefighters Charity Committee)

stating that \$10,000 has been donated to the Alfred Hospital Burns Unit for medical apparatus. Suggested by Dick Zappart MFB Firefighter who spent a great deal of time recovering there, from very bad burns received whilst fighting a large factory fire..

General Business

Plaques of Appreciation received by RFA from Olivia Newton-John Cancer Centre & St Vincent's Ozanam Community Centre for the support given, may in the future be mounted at the Training Complex.

Jack Moore/Trevor Reed spoke glowingly of the recent Photo Scan Day at 27 Station and Barb McCumisky's great work. The event was funded by the Board.

A slide presentation re Fires/Firies will be at the February 2013 Meeting.

Les Napper told us that our future Guest Speaker (Charlie Bezzina - ex Victorian Police Homicide Detective) has a book out "The Job". (great read)

John Cannon presented Secretary Berry with a plaque in appreciation of the Ozanam House lunch.

Fred was encouraged to request some financial support for the Fire Museum. Moved -_that this meeting of the RFA - make a donation to the Fire Museum of Victoria to enable the completion of one of their projects. Seconded Rod Knowles

Amendment: - John Berry -moved that a once only donation of \$2,000, be made to the Fire Museum—Seconded Noel Taylor.

Discussion: - Don Brennan pointed out that \$2,000 would be the TOTAL once only amount be donated, the amendment was put.

"A donation of \$2,000, once only, be made to the Fire Museum of Victoria" - Carried.

Following Jack Moore/Trevor Reed suggestion about CEO'S "door prize", seat number 26A (Bruce Smith) got the prize, in appreciation for all his years organizing the November Union lunch these past decades?

Firefighters Credit CO/OP, did a presentation launch on their New Retirement investment account (No Fees) with high interest Very suitable for Retirees.

Meeting closed 11.50p.m.

Barbeque lunch put on by Recruits, Instructors, Andrew Brenan, Sponsored by Firefighters Credit CO-OP Lots of fun and catch up talks, and yes, a few "war stories" were told to the captive audience Recruits.

D.C.F.O. KEITH ADAMSON RETIRES

Keith's retirement after 39 years service to the Brigade and Community, he has now joined the long history of the Adamson family's association, with the MFB. His grandfather, father Mick, brothers Peter and Paul were very much an important part of the overall fire brigade family having lived in quarters at the stations.

A retirement function was held at the Richmond Bowling Club on Thursday 5th July 2012 with a good attendance from operations, support areas and some retired firies that had worked with Keith over the years.

After speeches and stories CFO Shane Wright presented Keith with an Executive Officers chrome helmet with an engraved plaque mounted on a helmet board restored by the Fire Museum.

Mike McCumisky



Above; Keith admiring the mounted chrome helmet that CFO Shane Wright (R) had just presented to him. Looking on is Phil McInerney who was also celebrating his retirement.

Photo; Mike McCumisky

PHILIP McINERNEY RETIRES

Philip has retired after 23 years service to the Brigade, mainly in the Human Resources area and was instrumental along with Keith to introduce health checks available to all Brigade employees. He worked away quietly offering his help to many personnel over the years.

Do Elephants Forget?

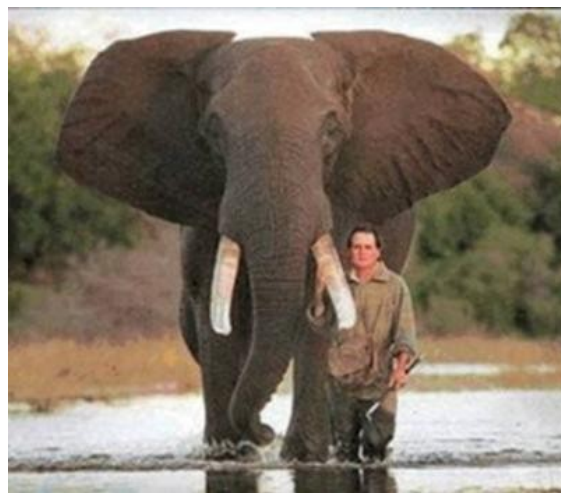
In 1986, Peter Davies was on holiday in Kenya after graduating from Louisiana State University .

On a hike through the bush, he came across a young bull elephant standing with one leg raised in the air. The elephant seemed distressed, so Peter approached it very carefully. He got down on one knee, inspected the elephants foot, and found a large piece of wood deeply embedded in it. As carefully and as gently as he could, Peter worked the wood out with his knife, after which the elephant gingerly put down its foot.

The elephant turned to face the man and with a rather curious look on its face, stared at him for several tense moments. Peter stood frozen, thinking of nothing else but being trampled. Eventually the elephant trumpeted loudly, turned and walked away. Peter never forgot that elephant or the events of that day.

Twenty years later, Peter was walking through the Chicago Zoo with his teenaged son. As they approached the elephant enclosure, one of the creatures turned and walked over to near where Peter and his son Cameron were standing. The large bull elephant stared at Peter, lifted its front foot off the ground, then put it down. The elephant did that several times then trumpeted loudly, all the while staring at the man.

Remembering the encounter in 1986, Peter could not help wondering if this was the same elephant. Peter



summoned up his courage, climbed over the railing and made his way into the enclosure. He walked right up to the elephant and stared back in wonder.

The elephant trumpeted again, wrapped its trunk around one of Peter legs and slammed him against the railing, killing him instantly.

Probably wasn't the same elephant.

This is for everyone who sends me those heart-warming Bull-dust stories.

Ant

Gone But Not Forgotten

This quarter the RFA family has seen a number of what one could only say was the calling of some of our icons to a higher place. There is no doubt we have been made the richer by the time they have spent with us. The following extracts we hope will give all a better understanding of the contributions they made on our behalf.

Allan Davidson UFU Life Member 1917-2012 The following is an extract from the UFU Bulletin by his close friend Rod Knowles who supplied this photo of Allan and wife Dawn.



Allan joined the MFB in the late 1930's when they worked 120 hours a week; his generation was the one that brought about the change in hours down from 120 to 40 hours for the MFB & CFA. He was elected to the position of Shop Steward at the old 36 Stn (Sandringham) and during this time he put his job on the line a number of times to make it safer for all. To mention just a few examples, testing Street Fire Alarms on bicycles, the Industrial Commission agreed with him and ruled that in this day & age (the 1960's) pushbikes were dangerous and instructed the MFB to supply cars.

The next item of improvement, not only for the people in quarters, but also the staff on duty was the removal of the old Coke heaters, Allan again put his job on the line to get this upgrade and the Industrial Commission again agreed and the heaters were converted. Probably his most lasting legacy was mileage, or kilometre payments paid to Firefighters who used their cars on brigade business. Pre 1970's the MFB only paid public transport fares to Firefighters detailed to standby at a Station other than their own, most personnel would use their cars because it was easier. Allan would always keep to the letter of the law and caught public transport; many others soon realised to bring their conditions into line with other awards they needed to follow his example. This action showed the MFB the practise was unjust and they agreed to bring the award into line with the rest of the metalworker's award.

Rod stated that Allan was not only a great Firefighter but also a working class hero; he was the UFU's Returning Officer for more than 20 years, conducting the

Committee of Management elections in the days when there was no Electoral Commission, which was no mean feat. Upon his retirement in 1977, after nearly 40 years' service to the Community, MFB and the UFU he was awarded the union's highest accolade, Life Membership. Allan's wife Dawn was called some years ago, now in his 96th year on this earth he joined her. I would just like to add that blokes like Allan have made this country a better place.



Harold Ronara Williams 28/8/1930- 9/5/2012

Harold passed away after a short illness, he holds a very unique position to the folk of Drouin, he was the first male child born at the Ronara hospital Drouin, and his parents, because of the occasion, named him Harold Ronara Williams. I will go on record and say, "I do not think there is anyone else in the history of the CFA & MFB families with this distinction."

I was never stationed with him but I heard from Don Brennan & others who were with him at the old Carlton Station. And I quote, they all said to a man, "he was great to be on shift with," not only was he very conscientious, he also was a very skilled Firefighter and operator of all the equipment on the Salvage vans (MFB's first heavy Rescue vehicle) and at fires & rescues.

Following the change in hours for Officers, Harold applied to be transferred to the old Ringwood station (No22) where he became an integral part of the place; unfortunately his hearing started to fail and he was pensioned out. There is no doubt he was one of blokes you loved turning up in their BRT (Big red truck) he did his job well with a minimum of fuss. Edith, on behalf of all us old blokes thanks for the time you loaned him to us.

John Basil Smith 16/6/23-13/6/2012



I had the honour and privilege to not only attend fires & training courses with him whilst in the job, but also attend luncheons with Barbara, Basil and other retirees from the brigade, in fact on the night of his send-off I was given the honour of presenting him with his UFU Recognition of Service certificate. I will say up front one could write a book about this blokes exploits even then I would



John Basil Smith received a salute from the guard of honour. The hearse was followed by No. 10's pumper which was named after Basil!

Photo; Barbara McCumisky

probably miss something, with the limited space the following is but a précis of him.

I am not going to make out that I knew him as well as the likes of **Bill Bayley, Jack Moore, Trevor Reed or Gordon Winch** but what I can say, without a shadow of a doubt, during my time in the MFB, Basil had more influence on the training and standard of MFB personnel than any other person I know. I hope this will give all a better understanding of just what I mean.

Basil, as a seventeen year old from the country, joined the Army just after the start of the Second World War, participating in some of the fiercest battles that the Aussies were involved in, reaching the rank of Corporal. Now even with just National Service experience I know Corporals are always the go to man to get a job done. There is no doubt that was the way he was in his 37 years in the MFB.

Outside of the job, he became President of his RSL branch gaining a Meritorious Service Medal and Life Membership with Gold badge, he also was very active with Melbourne Legacy, and as a Volunteer guide at the Shrine of Remembrance, then in his spare time (one could ask what spare time) became an integral part of the MFB's Seniors Fire Safety programme and on week-ends always attended his local Uniting Church service. Story also has it he was a very good Aussie Rules Football

player for the Dousta Stars and at Lawn Bowls.

Barbara, I think his Celebration of Life would have more than shown you just how highly regarded he was not only by the MFB but also the respect that he had in the greater community. The only problem my spies told me Basil was no good at backing a trailer, mate when you get upstairs this is one of the drills that Jack Steele will throw at you. **Barb**, when they talk of your Basil, and they will, it will always be with the greatest respect.

Barbara & Family wish to thank all their friends for their thoughts, cards and flowers you have given them in the sad passing of Basil.

Keith Arms AFSM. 1930-16/6/12

I am not going to make out I knew Keith well, the only times I can remember meeting him or attending whatever, was in bygone days when delivering petrol in the old scooter to No 24 Station (Old Malvern), or at a number of further assistance jobs. So rather than make up a tale I spoke to someone who was at the old station, **Allan Connolly**, he was only too willing to fill in the blank spots (being honest he never stopped talking about him).

Keith, he said, was the original laughing boy always had a smile and a great bloke at a fire, he remembers one job where the Officer, whilst fighting the fire, fell through the burning floor Keith, (strong as an Ox) raced in and dragged him to safety and the Officer was a big bloke too. Another job, they were trying to gain entry to the seat of the fire with the seven pound key (sledge hammer) they had on the carriage to no avail, Keith ask them to step aside he soon fixed the door with his shoulder.

There was no doubt the more we reminisce about Keith the easier it was to understand the reason he was the first Senior Fireman from the MFB to be nominated and awarded the Australian Fire Service Medal.

Elaine I echo the words of the blokes that knew your Keith well, he was not only a top fiery he was also great attribute to the safety of the community. **John Berry**
The following are non-members of the RFA who have been transferred upstairs.

Fred Deegan.

Robert Lardner.

Wayne Dellamarta.

James Crone.

Robert Undy (Senior)

“Lost Watch”

A Melbourne solicitor parks his brand new Porsche in front of the office to show it off to his colleagues.

As he's getting out of the car, a speeding truck, driving too close, rips off the door as it's passing.

More than a little distraught, the solicitor grabs his mobile calls the police and five minutes later they arrive. Before the cop has a chance to ask any questions, the solicitor starts screaming hysterically. “My Porsche, my beautiful silver Porsche is ruined. No matter how long it's at the panel beaters it'll simply never be the same again!”

After the solicitor finally finishes his rant, the policeman, who is on a transfer from a rural part of Victoria, shakes his head in disgust. “I can't believe how materialistic you bloody Melbourne city people are” he says. “You lot are so focused on your possessions that you don't notice anything else in your life.”

“How can you say such a thing at a time like this?” snaps the solicitor.

The policeman replies, “Didn't you realise that your left arm was torn off when the truck hit you?”

The solicitor looks down in absolute horror. “Bloody hell” he screams, “**Where's my Rolex?**”

The Murphy's Family Journey in Time

In the last edition of the newsletter I stated that we will next explore the Murphy's journey through the years of the Second World War.

In the last newsletter Ken mentioned Lend Lease and changes in the inhabitants of the City. From 1939 to the end of the war most Australian males, with the exception of ones incapacitated or working in a reserved occupation, had been conscripted and were overseas. In fact the city was virtually taken over by the thousands of American soldiers and sailors until Pearl Harbour which forced the USA into the war.

Amongst the many changes that were taking place, one mentioned, was women during the war did not need such things as affirmative action plans. Women just stepped up and did the required jobs in munitions, building planes, driving trains & trams, working the land, you name it and they did it with a minimum of fuss. Ken's sister in law in fact, was the first female bank teller in Australia.

During that time, Brigade turn out for city calls, apart from part calls or open circuits, was as follows. No1 Stn Hose Carriage, Combination Ladder, Salvage Van (until 1946) Electric Ladder, MFB Ladder and Deputy Chief. No 2 Stn Hose Carriage, Combination Ladder and Morris Ladder, No 3 Stn

Hose Carriage and Salvage Van. Most appliances, with the exception of Hose Carriages and the Deputy Chief, would only have a driver.

In his memoirs he also made mention of incidents the late Colin Campbell told him about, and I quote, "Whilst he was stationed in the City, Colin said the American soldiers would often heckle them about their old fashioned ladders with solid rubber tyre wheels. They would, apart from name calling, let them know that they had got rid of that type of gear just after the 1906 San Francisco earthquake and fire." (You would not need to be a clairvoyant to know what the response from our Firie's would have been).

His father, Cyril, like others, was given the task of training the Partially Trained Firefighters for their role in case of enemy aircraft attack etc.

(I would like to put my two-bobs worth in here. As a young boy in 1943 I sold papers outside The Railway Hotel Malvern, when the battle hardened Aussies, who were coming back on leave, came in contact with the

Yanks who were stationed at the Caulfield Racecourse, altercations would often occur between them. It was like being ringside at the stadium, the local Copper (I can still picture him now), who was sent down to break it up, would ride his bike down, stand it against the wall of the pub, take off his helmet and with his baton launch himself into the fray. I always found it interesting the Aussie's did not seem to get hit with the baton as much as the Yanks; - I could be mistaken).

Another item mentioned was Royal Park which was turned into an immense American military settlement known as "Camp Pell", providing accommodation and facilities for 60,000 troops. During this occupation, a young lady was found murdered in Gatehouse Street Parkville. An American soldier by the name of Eddie Leonski was discovered to be the culprit and was subsequently convicted by a U.S. Army Court Martial and hanged by Civil Authorities. It was also believed that he was responsible for others.

(See opposite page)

Ken did not mention this, but after the war, Camp Pell was turned into Migrant's accommodation similar to the Watsonia Army Barracks and many others. The two aforementioned camps were regularly in the paper because of disturbances. (When I finished National Service the company I was in, had

to map the areas for the Government).

As a boy Ken attended Melbourne Boys High School, during the war it was taken over by General Macarthur as his Australian headquarters. His title was Supreme Commander-in-Chief, South West Pacific, which included Australia, East Indies, New Guinea, New Zealand and Pacific Islands. The students and teachers were all transferred to other colleges and schools until after the war.

In closing I would just like to mention Ken, because of his scholastic ability, was chosen and tested by the Federal government to see if he was suitable to be given the task of delivering the dreaded telegrams from the Military to the families in Hawthorn and surrounding areas that lost members of their family in battle etc. (Not a job I would like).

The next instalment will be the final edition of the "Murphy's Family Journey." **John Berry**



The Morris Magirus turntable ladder outside the old FS2 in William Street. It was still in service in the 1950's. During the war years, American soldiers would heckle the crews about the old fashioned ladders and solid rubber tyred wheels.

Photo: Fire Services Museum of Vic.

EDDIE LEONSKI

Melbourne's "Brownout Strangler."

Edward Joseph Leonski (December 12, 1917 – November 9, 1942) was an American spree killer who committed his crimes in Australia. Leonski is known as both the "**Brownout Strangler**", given Melbourne's wartime status of keeping low lighting (not as stringent as a wartime blackout) and also as the "**Singing Strangler**" due to his self confessed motive for the killings being a twisted fascination with female voices, especially when they were singing, and his claim that he killed the women to "get at their voices."

Born in New Jersey, Leonski grew up in an abusive, alcoholic family, and one of his brothers was committed to a mental institution.

He was called up for the U.S. Army in February 1941 and arrived in Melbourne on February 2, 1942.

On May 3, 1942, Ivy Violet McLeod, 40, was found dead in Albert Park, Melbourne. She had been beaten and strangled, and because she was found to be in possession of her purse it was evident that robbery was not the motive.

Just six days later, 31-year-old Pauline Thompson was strangled after a night out. She was last seen in the company of a young man who was described as having an American accent.

Gladys Hosking, 40, was the next victim, murdered on May 18 while walking home from work at the Chemistry Library at Melbourne University. A witness said that, on the night of the killing, a dishevelled American man had approached her asking for directions, seemingly out of breath and covered with mud. This description matched the individual Pauline Thompson was seen with on the night of her murder, as well as the descriptions given by several women who had survived recent attacks.



These survivors and other witnesses were able to pick 24-year-old Edward Leonski out of a line-up of American servicemen who were stationed in the city during World War II. A Private in the 52nd Signal Battalion, Leonski was arrested and charged with three murders.

Although the crimes were committed in Australia controversially the court case was heard under American military law. Leonski confessed to the crimes and was convicted and sentenced to death at a United States Army general court-martial on July 17, 1942. General Douglas MacArthur confirmed the sentence on October 14, 1942 and a Board of Review upheld the findings and sentence on October 28, 1942. General Court-Martial Order 1 promulgated Leonski's death sentence on November 1, 1942. In a departure from normal procedure, on November 4, 1942,

MacArthur personally signed the order of execution (in future executions, this administrative task would be entrusted to his Chief of Staff, Richard Sutherland). Leonski was hanged at Pentridge Prison on November 9, 1942, only the second American serviceman to be executed during World War II.

Leonski's counsel, Ira C. Rothgerber^[2], attempted to win an external review, even from the U.S. Supreme Court, but was unable to do so. Rothgerber kept the issue alive after the war, and Leonski's case contributed to the development of the Uniform Code of Military Justice (UCMJ).

Leonski was temporarily interred at several cemeteries in Australia. His remains were eventually permanently interred in Section 9, Row B, Site 8 at Schofield Barracks Post Cemetery (located between Wahiawa and Kunia) on the island of O'ahu. His grave is located in a portion of the facility reserved for general prisoners who died in military custody.

(Source; Wikipedia)

"The Last of the Big Spenders"

On the 28th November 2000, Ellen & Frank Churchill were celebrating their 50th Wedding Anniversary, (with a party of course) with their large family and a lot of friends. On the invitation it said "No Presents thank you" but, of course some people ignored the message.

Among the 150 people attending was Mr. & Mrs. Silver, (Pat and Don Cameron) and they gave Ellen and Frank a well wrapped present and told us to guard it and don't open it till we get home because Don said he was frightened Ellen's brother "Tom the Take" might knock it off.

When we got home that night, we had Len and Lana Hubbard staying with us for a couple of nights. We decided to open the gifts and when we got to the Cameron's "Wow" we were taken back, it was so amazing, in fact there were 2 gifts in the parcel. One was in a lovely blue velvet box and inside was this beautiful

gold coin, "Wow" we were surprised when we read the small card inside saying, "Keep Under Lock & Key.

The other gift was an electric alarm clock for Frank to set when he was going fishing. We plugged it in to try it out and, guess what, "every half hour it went off with a laughing kookaburra." So that lovely present was not plugged in again, but we looked at it and laughed a lot. (Good memories Camo').

The beautiful blue velvet box was kept under lock & key in our crystal cabinet until recently when Ellen saw the price of gold she decided to get it valued. You could imagine her surprise when the girl laughed at her and said, "It was good paint job. A 50 cent coin well dipped in gold paint and if she was me she would not try to cash it in." It is now back under lock and key and I will keep the memories forever!

Camo, I know Frank, Len and Tom will be looking down on us having "A Laugh With Silver."

Ellen Churchill

TURBULENT TIMES OF THE MELBOURNE FIRE BRIGADES

1835 - 1970

*Author, Les Gray, continues with his insight into the early days of
Melbourne's Fire Services*

Merryweather & Sons, London, circa 1904 had produced their first motorised vehicle, a Soda Acid Chemical Engine, the appliance was a light weight proto type powered by 25/30 H.P. 4 cylinder petrol motor which was capable enough to haul the chassis and the chemical engine at rear and a crew of 6 men. This was the basis of the first MFB motorised appliance, car no 1 in December 1905.

Their successive improved models to come were the 1905 "Hatfield" pumpers, the 1907, 55 ft. Comb/ladder and Hose Tenders, the 1909 Comb./ladders and Hose Carriages and the 1910 60 ft extension ladders.

In 1908 Dennis Bros. of Guilford, produced their first Motor Pumper and in circa 1909, Leyland's Engineering London built their first motorised pumper.

Shand Mason Engineering Co., started manufacturing horse drawn Steam Engines of various capacities at the same time as Merryweather & Sons did. They became rivals and were fiercely competitive to capture the worlds markets, They continued to produce successive improved models for the next 23 years and gradually went into decline but lingered on until 1922 when Merryweather & Sons took them over.

I believe that all of the Horse drawn Steam Pumpers in commission in the M.F.B. were Shand Masons of various capacities from the pre 1900's medium 700 G.P.M. (Lady Benjamin) to the 1900's heavy 1,000 gallon per minute pumper, this steamer was the largest pumper in commission in the Brigade until it was decommissioned in the 1920's (more on this Steamer in a later edition).

The Brigade had previously decommissioned several of their earlier steamers. In commission at the same time were several other smaller 500 G.P.M. Steamers. All of these steamers carried enough Coal or Coke to last for 2 hours or more working. It was normal to have further supplies delivered when required. The workshops were responsible for maintenance of all of the Brigades fire fighting appliances and in 1916 they had overhauled all of the remaining Steam Pumpers. Since the early 1900's Chief Engineer Wilkins realized that in the next decade or so horse drawn appliances would be a thing of the past and would be replaced by motorised versions.

December 1905 the Brigade commissioned at Headquarters Station a Merryweather motorised Chemical Engine, Car 1. By September 1906 at No. 3 Station, Bouverie Street Carlton, commissioned a Merryweather 450 GPM "Hatfield" Pumper Car 3. December 1906, commissioned at No. 28. Stn., Garden Street, South Yarra, Car 2 another "Hatfield". In 1908, commissioned at No. 2. stn, Little Bourke Street, a horse drawn Merryweather 55 ft., Comb/ladder & Hose Tender. It consisted of one fixed ladder and 2 sliding lengths. (This

ladder was purchased by C.O. Stein in 1907 whilst on tour of England and Europe).

The Wheeled Escape was of the "sliding carriage" horizontal running pattern type and could be detached from the Tender in a few seconds. It was carried on 2 large diameter wooden spoked artillery wheels and was provided with plumbing gear to compensate for uneven ground and had incorporated

Merryweather's patent "Bow String Girder trusses", enabling a light weight and strong ladder to be elevated and extended as all wheel escapes were via elevation and extending winding drums and cables, etc.

This was later, (in 1916) converted to a Garford motorised Combination Ladder, Car 36.

In 1909, now that there were better facilities at Eastern Hill, the Workshops were re-located from South Melbourne and centralised along side of the Electrical Department at Headquarters Station, where they had been operating out of the basement since 1906.

Chief Officer Harrie Lee was now firmly committed to motorisation of the Brigade, like his Deputy Chief Officer W.T. Wilkins, they were both convinced that motorization of the Brigade was essential. The rapport between C.O. Lee and D.C.O. Wilkins was excellent and they saw eye to eye on most occasions, just what was required for the emerging Fire Service in its 2nd. decade.

In 1910 to allow for the workshops to cope with the increasing work load the Board began to employ non uniform staff, which included motor mechanics, 12 volt electricians, motor body builders, french polishers and painters. The Electrical Department had purchased a Motor Cycle for the inspection of premises for maintenance of Fire Alarm systems and the Workshops had made up and assembled 2 push bikes for the testing of Street Fire Alarms.

In March 1910, commissioned at No. 27 Stn., (Albert Street Windsor) Car 5, was a Merryweather Comb/Ladder and Hose Carriage. In 1911 Car 4, a Merryweather motorised 60 foot extension ladder, was placed in commission at No. 3 Stn., Bouverie Street, Carlton. (I have no details of this ladder). It may have been a detachable wheeled escape carried on the rear of Car 4? It was classified as being an Extension Ladder, not a Turntable Ladder.

Although the majority of the M.F.B.'s fire fighting appliances were still horse drawn, the Brigade was starting to sell off some of its horses.

The 4 Merryweather appliances in commission previously mentioned had the same look, i.e.: rectangular chassis, square cut radiators and bonnets. I believe Merryweathers had so many orders from clients worldwide for their various fire fighting appliances to fulfil, it would have been impossible for them to keep up with the demand.

It is known that the "Aster" Engineering Co. of Wembley specialised in supplying "Running Gear" to Merryweathers i.e.:- complete chassis with wheels, brakes, steering, water cooled petrol motors of various sizes, clutches, gear boxes with power takeoffs, with steel side roll over chains to drive the axles, and the rear wheels. (This type of locomotion was directly inherited

from the steam traction engines).

This allowed fire appliance manufacturing companies to construct their vehicles to order and build into them the type of bodywork required, placing their badges on the radiator and claiming them to be their own work.

A report dated the 14th May 1908 to the Board from Deputy Chief Officer Lee, (about 1 ½ months before he was promoted to Chief Officer) told of a claim on Merryweather & Sons for repairs to the 25/30 HP. petrol motor pump on the Chemical Engine for 38 Pounds 8 shillings, he offered Noyes Bros. (Merryweather's Melbourne Agents) to pay half of the costs and they accepted. In a further report dated the 28th May 1908 D.C.O. Lee recommended to the board that they purchase a Petrol Pumper similar in detail to the one now in use through Noyes Bros. A follow up report to the board in 1909, he stated that a powerful new motor fire pump was in commission at No. 2. Stn. Along with a motorised Comb/ladder and Hose Tender Car 8, Again, 4 years later reported that the chassis at the front of No. 2 Stn's., motor pumper was extended to accommodate a new 60 HP. Motor.

In the Board's Receipt Book/ Capital Accounts section on the 16th Sept. 1913 shows that for the first "Hatfield Pumper" supplied to the M.F.B. in 1906, they had paid in cash in favour to Noyes Bros. Melbourne the sum of 273 Pounds, for a new 60 H.P. Petrol Motor that had arrived packed and delivered per the sailing ship, "Demosthenes."

C.O. Lee was becoming irate with the Merryweather fire appliances and finally 2 years later, on the 10th Aug. 1915 wrote a letter to N.G. Sparks, Chief Officer of the Sydney Metropolitan Fire Brigades stating, "Regarding the Merryweather Comb/ladder and Hose Carriage, Car 5, stationed at Prahran, our experience of this pump, a ghastly one, cannot possibly see my way clear to place further orders".

Readers, without becoming pedantic I would like to summarise the Merryweather Pumpers i.e. the manufacture of the chassis and their "World" famous patent "Hatfield" Fire Water Pumps, that were constructed on the business end of the chassis. They originally had 45 and 50 H.P. motors which proved to be underpowered, but were constructed on heavy chassis with sturdy wheels with massive front end and axle assemblies, direct steering rods and king pins, sturdy wide wooden spoked wheels fitted with solid India Rubber tyres, the rear wheels being dual, (*the exception here being the 1905 Chemical Engine, Car 1, which was a*

prototype for the later models of this series to come. They were constructed on a very light chassis and wheels fitted with a 25/30 H.P. motors, which were powerful enough to haul the appliance with it's light weight chemical engine and crew of 6 men).

Car 2 originally had a 50 HP. Motor and Car 3 a 45/50 H.P. Motor, circa 1913, a new 60 BHP Motor was installed in Car 3. The chassis, engine compartment and bonnet were extended to accommodate the new the new motor. These Motors were water cooled and had 4 cylinders, 5 1/8th inch in dia. x 5 7/8" inch stroke, with

side valves and duplicate ignition fitted with a high tension magneto and a high tension distributor in conjunction with a 12 volt battery.

These early petrol motors proved to be difficult to start at times and it took a brave man to crank them over. Clearly seen in some of the photographs of the Merryweather appliances, shows fixed to the steering wheel or steering column, a metal quadrant shaped device to advance and retard the electrical sparking mechanism. It consisted of a lever set in the central position, this lever could be adjusted by the driver, right of centre to advance the spark or left of centre to retard the spark to the distributor. The lever was attached to a light steel cable and metal rods with linkages that terminated at the distributor enabling it to be

moved in either direction. The reason why the distributors moved may have been due to a technical design fault ?

To start the motor, the fireman cranking the motor inserted the crank handle into a circular clutch that was fixed onto the protruding end of the motor's crank shaft located at the centre under the radiator. Making sure that his thumb lay on top of the handle with his fingers curled around the handle (preventing his thumb from being broken should the motor backfire) he would then wind the handle around into the vertical position, this action would bring the pistons up in line to their ignition firing order. The ignition being switched on, he would then push hard down on the handle and keep rotating until the motor started. If the motor caught and was running rough and vibrating or unburnt petrol fumes were seen to be emitting from the exhaust pipe the driver would either slightly advance or retard the spark until the motor ran smoothly.

There was a point between the motor's timing being advanced or retarded the driver was endeavouring to correct along with the poor petrol vapour and air mixture that the motor was more than likely to backfire and

(Continued on page 12)



Chief Officer Harrie B. Lee. Along with D.C.O. Wilkins, Lee was firmly committed to motorisation of the Brigade.

Image; Fire Services Museum Vic.

(Continued from page 11)

reverse the motors crankshaft and pistons including the cranking handle violently around anticlockwise from the grasp of the winder. If he was not quick enough to withdraw his hand, the crank handle could break his fingers or other bones and if slightly stooped through exhaustion could be struck in the face smashing teeth and receive other facial injuries. *Imagine the irony of a fireman having to furnish a report to the Chief Officer, "Why he missed the turnout "and signing it at the bottom, I have the honour Sir, to be your obedient servant!!!*

The motors on these Merryweather chassis had automatic carburettors, and a sump of oil for the lubrication of the working parts and were gear driven pressure type pumps. Locomotion of the vehicles was from their road motors incorporating a 4 speed gear box, 3 forward and 1 reverse, a double ended horizontal power take off shaft running through the rear end of the gear box with 2 spur sprockets fixed on both ends driving steel roller side chains over 2 larger spur sprockets fixed to the rear axle turning the rear dual wheels.

A foot pedal brake working on a drum around the differential and a large hand brake lever situated on the off side front beside the drivers seat, when applied expanded the brake bands in the rear wheel drums. The vehicles had no front wheel brakes, no springs fitted front or rear, neither did they have windscreens, but had two kerosene burning head lamps, had no tail lamps. Fitted near the driver at off side front was a large volute shaped brass horn activated by squeezing a large rubber bulbous shaped air vessel, they had no brass hand rung bells. They could transport 8 men, the Officer in Charge and driver on the front seat, 4 men directly behind the front seat sitting at right angles back to back facing the roadway with their feet placed on the upper footboard.

Attached permanently to the low pressure side of the pump was approximately 20 ft. of 4 inch. dia. suction hose including the strainer which was bent gently around and carried in metal brackets on the near side upper footboard and the two men sitting on the near side of the appliance placed their feet over the suction hose, and two men standing on the rear footboard, held onto a metal bar whilst the vehicle was in motion, also carried on the footboard off side was a brass 2 gallon soda acid chemical extinguisher. Carried in side compartments were 1,000 ft hose, and necessary small gear.

I will now describe Merryweather's and Sons "World" famous patented "Hatfield" Pump (I believe the engineering technology of this pump was approximately 1½ decades ahead of the chassis, motors, transmissions etc. that they were mounted on.). The pumps were of reciprocating type and self priming and were adapted to lift water from a depth of 25 ft. in a few seconds. Their casings were moulded in gun metal and had 3 nine inch dia barrels, (cylinders) arranged at 120 degrees with 3 gun metal plungers (con-rods) driven by a single crank shaft, made of forged hammered steel. The gun metal plunger rods were of cast steel with white metal bearings (big ends), and the crank shaft was carried in long gun metal sleeve bearings on flange side covers. All of the working parts were totally enclosed in a sump of oil.

During a complete revolution of the crank shaft a constant flow of water was maintained. Each barrel had a separate valve chamber, closed by a single cover and the three chambers being connected by large waterways which formed the body of the pump. The suction and delivery valves were of India Rubber of disc pattern with gun metal seatings and operated noiselessly and so arranged to be easily accessible for examination and repair. The space between them is almost entirely filled by the plungers and on completion of the delivery stroke a remarkably high vacuum was obtained during the suction stroke by reason of which water can be drawn into the pump from a maximum of 25 ft., in a few seconds, the flowing water between the suction and delivery valves across the plunger chambers was continuous and direct, no undue friction losses were caused in the water passageways around the body of the pump, caused by the high pressure changes in direction of the water flow.

An automatic By Pass Valve comprising of a spring loaded gun metal valve fixed between the suction and delivery passage ways returned water from the delivery side to the suction side of the pump by which any quantity less than the full amount displaced by the plungers can be delivered, enabling the pump to work with the same degree of efficiency, from a supply of low pressure water as when unlimited quantity is available, (Open water). The by pass valve prevents high pressure in the delivery hoses and enables shut off nozzles (branch pipes) to be used and was capable of making full use of the water pressure existing in the water supply mains when the suction hose was directly coupled to a hydrant (The appliance must have carried an "adaptor" from 4inch dia, with a female swivel coupling at one end reducing to a 2 ½" inch female swivel coupling at the other end). By the movement of a single lever the power from the road motor could at once transfer from the road wheels to engage the pump.

The pump had fitted on the high pressure side at top of the manifold water outlet a prominent brass "high pressure vessel". This allowed a continuous supply of high pressure water to flow to the delivery outlets by evening out the flow from the plungers, thus preventing a pulsating surge of water in the hose lines. The 3 delivery outlets on the pump casing were arranged in a 3 sided triangle configuration, the top valve directly beneath the high pressure vessel which was controlled by a manually operated hand wheel, the other two were located lower down on either side of the pump casing and were controlled by "push on/push off" hand levers. Attached to the high pressure manifold was a pressure gauge. I believe that the pumps revolutions were controlled from the driver's seat by a hand wound throttle control.

The by-pass valve could be adjusted at any operating pressures without affecting the pumps efficiency. At normal working pressures of 80 - 100 lbs. psi, the pump could throw a jet of water 150 ft high and at 120 lbs. psi. could throw a jet on a day with no wind well over 300 feet into the air.

At the time there was considerable difference of opinion among experts as to the comparative merits of turbine (centrifugal) and reciprocating pumps for fire fighting.

The reciprocating type were more efficient, but the turbine had the advantage of simplicity as there were no valves to be jammed from mud and silt built up in the water supply mains, and likewise when working from open water and the break downs of the pump when operating were almost nil. As we know today the Turbine types of pumps won the day as they are now the most commonly used in these modern times.

On January 1910, C.O. Lee and his driver, Fireman Gordon Lindsey were taken to court for furious driving along St. Kilda Road, they were accused of driving at 25 miles per hour. The case was dismissed, as under the provisions of the Melbourne Fire Brigades Act of 1890, they were allowed to proceed to the scene of a fire with all possible speed. At the time it caused the Melbourne City Council and Municipal Councils to consider changes to their by-laws in regard to speeding motor vehicles. It appears that the powers that be were parochial and could not accept the fact that the horse and cart era was coming to an end faster than they could comprehend.

Gordon Lindsey joined the Brigade in 1903 at the age of 18 years and in 1908 he was made Acting Foreman, but in the same year he was demoted, but promoted again after passing the foremen's examination in 1912, and at this time he was employed in the Electrical Department at Headquarters Station and was on call. He rose through the ranks very quickly, particularly now that examinations were by Merit and eventually being promoted to the rank of 3rd. Officer. Gordon Lindsey was at the time the only Senior Officer with a blot on his record.

Third Officer Gordon Lindsey in 1936 fell to his untimely death at a fire in the City. He was a very popular Officer and Superintendent Jack Mc Kimm of the first and second M.F.B.'s. Brass Bands fame described him as the greatest person ever to pass through the Brigade and if he hadn't been killed he would have assuredly been promoted to Chief Officer. There were many others of the same opinion. His father was a leading member in the pre 1891 Carlton Brewery Brigade, joining the Melbourne Metropolitan Fire Brigade in 1892 and was promoted to District Superintendent.

Harking back to 1856 (Gold rush days.) when Melbourne's Stone Masons won through the courts an 8 hour working day, and even then workers were stirring and agitating for better working conditions and wages. As



Above: Young Gordon Lindsey driving the Chief Officer's car. January 1910, C.O. Lee and Lindsey were taken to court for furious driving at 25 miles per hour.

At the time it caused the Melbourne City Council and Municipal Councils to consider changes to their by-laws in regard to speeding motor vehicles.

Image; Fire Services Museum

a result, in the same year, the Melbourne Trades Hall Council was established. Thirty five years later in 1891, the Shearers Union met under a gum tree in Main Street, Barcaldine, North Central, Queensland and formed the Australian Labor Party. Along with already formed Unions around Australia they championed the causes and rights of workers. (The Gum Tree remained there until approx July 2010 when a person or persons unknown poisoned it !!!) By 1911 the union movement was well established and they were advocating for further gains and entitlements and protecting the ones already gained for their members, not every one accepted workers having organised unions fighting for their

rights.

By 1910 Melbourne's Metropolitan Firemen were asking questions regarding shorter working hours, (8 hour shifts) wages, more annual leave days, the need for adequate living quarters on fire stations for the permanent men, particularly the married men who needed to spend more time with their wives and families.

This was a problem that Chief Officer Harrie Lee was well aware of and was genuinely attempting to address. The men were proud to be firefighters and had a sense of belonging to the Melbourne Fire Brigades "family" along with a strong bond between one another. They had respect for the Board and Chief Officer, but nevertheless they formed a working party to discuss forming a "union" of their own i.e.:- agenda items, rules of membership, conducting ballots, etc. Taking on this endeavour would have been a big challenge.

On January 22nd. 1911 the inaugural meeting was held in a room under a stairway, at Headquarters Station, a group of Melbourne's firefighters attended mainly from Headquarters Station, and maybe one appliance and crews from No's 2 and 3 Stations. District Stations and their out Stations probably could not allow men to attend because of station manning levels, (other than men on leave.) The men elected Fireman George Tuck as Secretary, and Fireman Arthur Collins as President. Also elected were delegates from Melbourne's Fire Districts, Central, A, B, C, D, E, F & G. **They named their Union the United Firemen's Union of Victoria.**

.....to be continued.....

Les Gray

Find ways to grow your retirement income

Ask any retiree what they fear the most and chances are most will say 'running out of money'. But there are ways to stretch your retirement income and things you can do to make your money last as long as possible.

Get advice as early as you can

Managing your finances can be hard work even if you have some financial knowledge. Ask for financial advice if you need help with investment strategies and to navigate our complex tax system. Ask your adviser to explain different investment strategies, the level of risk involved and the potential returns you can expect.

Diversify your investments

With many retirees living up to 90 and beyond, it's a good idea to invest at least some of your money in assets that will grow over time, like shares and property. This will help ensure your capital will grow in value to keep pace with inflation and your income needs. Spread your investments to avoid financial heartache in the future.

Manage your spending

A simple way to make your money last longer is to watch your spending. Use a budget planner to help you save for special items and keep your expenses in check. Do you want

to splurge straight after retirement then spend 20 years living on bread and water?

Take advantage of your entitlements

Even if you don't get the age pension, you may be eligible for other benefits, such as travel concessions, cheaper medicines and reduced council and water rates. The Seniors Card will also give you discounts on travel and some retail services. Get a list of senior's concessions in "over 55s - your money."

Keep on working

By continuing to work, you can leave your savings untouched for longer while adding to your super. The government has incentives to encourage people to work past the pension age. Find out how part-time employment can extend your retirement funds. You can also transition to retirement.

Financial advice is recommended when it comes to managing your money in retirement. By planning ahead and staying in control of your finances, you can enjoy a safe and comfortable retirement.

When an old man died in the geriatric ward of a nursing home in North Platte, Nebraska, it was believed that he had nothing left of any value.

Later, when the nurses were going through his meager possessions, they found this poem. Its quality and content so impressed the staff that copies were made and distributed to every nurse in the hospital. One nurse took her copy to Missouri.

Crabby Old Man

What do you see nurses? What do you see?
What are you thinking when you're looking at me?
A crabby old man not very wise,
Uncertain of habit with faraway eyes?

Who dribbles his food and makes no reply.
When you say in a loud voice 'I do wish you'd try!
Who seems not to notice the things that you do.
And forever is losing A sock or shoe?

Who, resisting or not lets you do as you will,
With bathing and feeding The long day to fill?
Is that what you're thinking? Is that what you see?
Then open your eyes, nurse you're not looking at me.

I'll tell you who I am As I sit here so still,
As I do at your bidding, as I eat at your will..
I'm a small child of Ten with a father and mother,
Brothers and sisters who love one another.

A young boy of Sixteen with wings on his feet.
Dreaming that soon now a lover he'll meet.
A groom soon at Twenty my heart gives a leap.
Remembering, the vows that I promised to keep.

At Twenty-Five, now I have young of my own.
Who need me to guide and a secure happy home.

The old man's sole bequest to posterity has since appeared in the Christmas edition of the News Magazine of the St. Louis Association for Mental Health. A slide presentation has also been made based on his simple, but eloquent, poem.

And this little old man, with nothing left to give to the world, is now the author of this 'anonymous' poem winging across the Internet.

A man of Thirty My young now grown fast,
Bound to each other With ties that should last.

At Forty, my young sons have grown and are gone,
But my woman's beside me to see I don't mourn.
At Fifty, once more, babies play 'round my knee,
Again, we know children My loved one and me.

Dark days are upon me my wife is now dead.
I look at the future shudder with dread.
For my young are all rearing young of their own.
And I think of the years and the love that I've known.

I'm now an old man and nature is cruel.
Tis jest to make old age look like a fool.
The body, it crumbles grace and vigor, depart.
There is now a stone where I once had a heart..

But inside this old carcass a young guy still dwells,
And now and again my battered heart swells.
I remember the joys I remember the pain.
And I'm loving and living life over again.

I think of the years, all too few gone too fast.
And accept the stark fact that nothing can last.
So open your eyes, people open and see.
Not a crabby old man Look closer see ME!!

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Geelong Firey's Muster

*C.F.A. – M.F.B. – SHELL - AVALON
Serving & Retired – Staff & Volunteers*

Smorgasbord Lunch

Tuesday 27th November 2012

1130 hrs @

GATEWAY HOTEL

218-230 Princess Highway – CORIO

Members, Wives, Partners,

Family & Friends

Contact:

John Wallace 5278 4734

Peter Lang 5275 6039

Recent Retirements

Ivan Bunney, 4th June
Chris Bolton 4th July
Dave Farrall 4th July
Keith Adamson, 5th July
Philip McInerney, 5th July
Jeff Smith, 10th July

Answer to page 3 question;

“Cows drink water”. If you said “Milk “your brain is over-stressed may even overheat. Content yourself with reading more appropriate literature such as Auto World. or Dolly magazine!

MEMBERS INTERESTED IN RECEIVING THEIR "WATER OFF" VIA EMAIL.

To those members with easy access to email and would like to have their copy sent by this system, please send your email address to our editor John Laverick. "Water Off" will be sent out in a PDF format.

John's address - - retfire@bigpond.net.au

Before you send your email, click on 'tools' at top and click on 'request receipt'. This will reply to you and verify both email addresses are working correctly.

UFU RETIRED MEMBERS ANNUAL CHRISTMAS LUNCHEON

Saturday November 24th 2012

11.30 AM. - 4.00 PM.

Malvern Town Hall

A reminder:

If you have accepted the invitation to the luncheon and through illness, or some other circumstance, find you are unable to attend, please notify the Union Office A.S.A.P.

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