

STOP MESSAGE

The magazine of the Hampshire Fire and Rescue Service Past Members Association



www.xhfrs.org.uk



Royal Pier, Southampton

Fire involving the old "Mecca Ballroom" on the Royal Pier, Southampton 4 May 1987

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Are you reading this magazine and are not a member? Why not join the Past Members Association and receive your own copy? Membership costs just £10 per year.

Magazine contributions sought and gratefully received.

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Make Pumps 8, Royal Pier, Southampton. The old 'Mecca Ballroom' and much of the Victorian wooden pier destroyed by fire. 11 Jets, 5 monitors from tugs Gatcombe and Clausentum, 12 BA. Fireboat from Hamble also attended. Note: Fireboat 39, purpose built by Southampton Fire Brigade with a shallow draft for such operations had been de-commissioned in October 1986!

STOP MESSAGE



Welcome from the Editor



It's only been a short period of time since you received the last edition of Stop Message. I want to catch up with the number of issues that you might expect to receive. I have this time, managed to secure details of names of those moving on to new things in life, so this edition has a very full listing. When compiling it, I could not help but reflect just how much of an experience drain has occurred over recent months, some focused on specific stations – Gosport for instance. Quite

an impact I imagine. With no recruitment of wholetime firefighters (other than some transferring directly from the retained members of the Service, it is going to be an interesting profile moving through the years and the possibility of large numbers exiting at the same period of time having joined and then served their time together. It does not seem to be a paced introduction of 'new blood' as in the past.

Life of course is different in respect of the number of years that someone can or must serve but, the general and quite massive downturn in recruitment around the UK must at some point have an impact, not the least being the possible loss of skills and knowledge for running recruit, (sorry, 'Trainee' courses). Centralised national training or even outsourced to commercial ventures perhaps? Time will tell I guess.

A big 'thank you' to those who have found the time to send me a return of the survey I circulated with the last edition. It is very much appreciated. There are still many more of you out there who might like to send theirs in to help shape the future content and style of 'Stop Message'.

Following the late notification of the passing of Clive Morris (I can picture his slight-self, ambling along the corridors of Headquarters, performing his support role in Community Safety, with his dry sense of humour), I am reminded that things are very different in the Service now and communication chains may not be how they used to be. It is therefore so much more important that we, as past members, are mindful of being told of a passing (or someone needing our assistance), so that we can bridge any gaps. We would rather be receiving repeat information than not being told at all. It's very easy to assume that we already know. Any of the Committee can be contacted, but Chris Lunn and myself handle, in the first instance, any such notifications and we will always be grateful for contact. Increasingly it is us who gives notification to HFRS. This situation is not due to any deliberate decision, it's just a victim of systems and the outsourced handling of personnel matters and pensions.

We will continue to make best endeavors to record and advise on the passing of past colleagues and try to pay our last respects, including the use of our Association shroud for the funeral. Likewise, we will also continue to try and assist those who may need some support in their lives in general, whether associated with a passing or otherwise.

Until the next time ...

Alan House

Search and Rescue dogs

and the Fire Service Cont...

***The 'William' Pit Disaster,
Whitehaven, Cumbria
On 15th August 1947,
there was a disaster at the
'William' pit coal mine,
Whitehaven, Cumbria.
104 miners lost their lives
when an explosion ripped
through 2,000 yards of the
mine. Miraculously, and to
the astonishment of rescue
works, three men walked
out alive. Opened in 1806
and closed in 1955, the
'William' pit was dubbed
"the most dangerous pit
in the Kingdom" in 1816,
when it was selected to test
the newly invented
Sir Humphrey Davy's
Safety Lamp.***

On being informed of the disaster, Mrs. Cleaver, who was brought up in the Rhondda Valley, Wales, at first refused a request for Jet's help, even though, the request was being made personally by Colonel Baldwin. With the 'phone still in her hand, and in the few seconds that followed the request (she did not like the thought of Jet going just to recover what was, more than likely, only dead bodies). Her childhood recollections resurfaced of women standing at the pithead waiting for news of their men folk during the aftermath of a pit explosion. She eventually gave her consent.



Jet with Mrs Cleaver

Jet did not go willingly into the van when it called to collect him. He had to be lifted into the van from behind, with his head drooped. He was quiet for the whole of the journey to Whitehaven but, on nearing the pit, he began to sniff and tremble. It was as if he knew he was back at work and could sense the tragedy.

Along with two other rescue dogs, Prince and Rex, and their handlers from the RAF School for Police Dogs, Gloucester, Flight-Lieut Cooper and, Corporal's Jenkins, Darnell and Marshall, helped search the 2,000 yard stretch of the mine for the remaining four bodies. This was the first recorded instance of dogs being used down the mines for the rescue of people. "Although Jet had never been in a mine cage before, he was quite calm and then, working seven-hour shifts, led the search party miles out under the sea. Jet and his handler had to burrow their way, wriggling like worms under the rubble and climb heaps of slack still smoldering from the recent combustion, or leaping over dangerous fissures..." There was always the intolerable heat, gas fumes and the ever-present stench of death. The men had their feet protected and wore masks. The dogs had none. Although it was too late to save the lives of any miners, Jet however saved the rescue party. During the search Jet looked up, whined and moved back. His handler called to the search party to stop and move back. As they did there was a fall of rock. The search party had been saved by Jet's warning of the impending collapse of the mine roof and the handler's quick response. His handler said: "He certainly is a star dog." After all the remaining bodies were found his handler returned Jet home. Jet hardly moved from his bed for two days.

In the autumn of 1949 the vet, was called to see Jet because he didn't seem too well. The vet diagnosed heart and kidney trouble and was surprised that Jet had not died earlier. Two days later Jet rose from his bed and went to the garden. He picked up his ball on the way but finding it too heavy to hold dropped it and returned to his mattress. He gave Mrs. Cleaver a last look and fell on his side, dead. That was on the 18th October 1949. He was seven years old.

In January 1945 a report for the Ministry of Home Security was prepared regarding the search work done by Jet, Imra, Rex and Thorn.

This report details that the dogs, on arrival, with the handler will report to the incident officer who, in consultation with the head of rescue operations, will be directed to where the dog is required to work.

The report also recommends that:

- The dogs should work in pairs, to give cross-reference and enable one dog to rest
- All surface rescues should be carried out before the dog goes to work
- The area to be worked should be cleared of workers to avoid scent confusion
- Dogs should begin to work as soon as possible, but it was known that some had 'indicated' up to 24 hours after the incident

(In recent earthquakes dogs have made successful 'indications' up to ten days after the event). The dogs indicate by pointing, digging or barking.

The final paragraph of the report states " from these provisional conclusions it will be seen that the dogs may be of great assistance in saving time and, indeed, saving life. They are not, however, a substitute for reconnaissance, but should be regarded as a valuable aid"

This is a near carbon copy of how the USAR search dogs work today apart from we train to indicate by barking.



As a foot note the USAR dog teams are at presently training with the Mines Rescue Service in Wales.



In the UK, after the World War 2, the use of dogs for search and rescue work in collapsed building fell out of favour. Indeed the Civil Defence Corps was disbanded in 1968, and purpose-built training sites like Claylands at Bishops Waltham, were sold-off. Some Fire and Rescue Services now have purpose-built disaster sites, with collapsed buildings and tunnels etc). Around the world, various organisations now use dogs, usually in countries with an earthquake risk. A few handlers do keep training dogs in the UK for this role, some of whom are serving fire officers.

On Wednesday, December 7, 1988 at 11:41 local time (07:41). The Spitak Earthquake occurred in the northern region of Armenia, (then part of the Soviet Union). The earthquake measured 6.8 on the Richter scale. Despite the tensions of the Cold War, Soviet leader Mikhail Gorbachev formally asked the United States for humanitarian help within a few days of the earthquake, the first such request since World War II. One hundred and thirteen countries sent substantial amounts of humanitarian aid to the Soviet Union in the form of rescue equipment, search teams and medical supplies including, a team of UK firefighters many of whom were from Hampshire. They noted that many of the rescue teams were using dogs to locate person trapped under the rubble.



French search dog working at the Armenia earthquake.

Following this event the UK Fire Service formed volunteer teams for overseas deployment with, Hampshire FRS being one of the leading services in this initiative. Volunteer dog teams were also formed, with some being managed by firefighters.



World Trade Centre 9/11

In the search for survivors, the rescue teams from United States Fire Departments, Police teams and FEMA teams used 100 dog teams on the site.

When the UK Fire and Rescue Service looked to form 20 Urban Search & Rescue (USAR) teams, to deal with a similar incident, each team was required to have a search dog, and in 2005 I was recruited with my first dog Byron, as Hampshire's search and rescue dog. At 18 months he qualified as a fully operational search dog. In 2008 I also took on another dog, Shelley and, she qualified in 2011. Both these dogs are also qualified to go overseas to natural disasters.



Shelley and Bryon

Following the Armenia Earthquake, the UN have put in place a formal process of assessment, which teams have to follow, before they can attend a scene of natural disaster. The UK has a qualified heavy rescue team, as part of this qualification, the team has to deploy with dog teams, and the UK has at present 12 dogs qualified to go overseas. The UK team will always take 4 dog teams on a deployment.

The dogs are trained to cope with all sorts of situations to ensure that, on a deployment, that any situation will not phase or worry them.



Hauled aloft by crews from Eastleigh on exercise



Helicopter training with Lossemouth



Byron in Japan



Byron and wireless search camera

Since qualification, Bryon and Shelley have deployed to a variety of incidents including:

- Search for missing person in New Forest
- Gas explosion in Cheltenham
- Building collapse Bristol
- Cliff fall, Burton Bradstock, (1 deceased located beneath 400 tons of rock fall).
- Gas explosion Hounslow London, (2 deceased located in remains of destroyed house).
- Building collapse, central London
- Earthquake, Japan

Since the early searches by Major Richardson's Airdales for wounded soldiers, in WW1, the work of Jet and other dogs in the London Blitz, the use of dogs to find a person trapped under rubble has spread around the world. But the basic method has not changed. The dog will use it's sense of smell and air-scent to locate a missing person, and then indicate to the handler they have found someone.

The handler just has to have belief in his dog to call a 'find', and start the rescue process. The first thing you learn as a handler is, to trust your dog.

In the last major earthquake in Turkey, (Van), one of the search dogs, named Roxy, a Border Collie from a Turkish Rescue team 'AKUT', 'indicated' on a collapsed building and

17 hours later, teams extracted a teenager alive from under the building. His handler told me it was the longest 17 hours he has ever known.

The equipment used to extract the victim has improved but, the only real difference between Jet and the other blitz dogs and the modern dog is the kit the handlers wears.

The Future and modern technology.

As a result of the work that was done by the war dogs deployed by the UK armed forces in Afghanistan, (at least we did not forget the lessons from WW2), dogs were fitted with cameras to assist troops on the ground. Byron and Shelley have recently been involved in trials with cameras to establish if live pictures from deep under the rubble can be sent to outside the building. GPS trackers can also be fitted to dogs searching large areas to prove what areas have been searched.

Robin Furniss

PMA member and HFRS USAR Dog Handler ■



Life after Hampshire

A number of Hampshire appliances have ended up overseas at the end of their life of service within the county.

Hampshire Fire Brigade purchased this Volvo appliance in 1991 from HCB Angus. It entered service at Havant in March 1991 and remained there until September 1996 when it transferred to Alton, remaining there until March 1999. It then became a Reserve appliance based at Redbridge until October 2004 when it moved to Training Centre, remaining here until January 2007.

The appliance was then donated to the 11th Fire Company "George Garland" of the Valparaiso Fire Brigade in Chile. It travelled from Southampton to Le Havre and then on another ship down to San Antonio in Chile. As a national requirement it was converted to left hand drive immediately it arrived. It served in with the 11th Fire Company until 2012 when they were able to replace it with a new appliance. The appliance is still working in Valparaiso for the Valparaiso Fire Brigade though as it has now passed on to the 7th Fire Company in the city.





Through a long friendship between colleagues in the USA and Robin Clarke, who was the serving Sub Officer in charge of Titchfield fire station, when it closed on 18 January 2000. The last appliance to serve at that station, Dennis RS Wrt, C846 YCR, was taken out of service on the closure of the station and was then purchased for preservation and shipped to the Reliance Fire Museum, Parkville, Kansas City, Missouri. The Museum is now located in Estes Park, Colorado. The vehicle first served at St Marys fire station in April 1986, was transferred to Redbridge in 1990 and was then issued to Titchfield in November 1996, where it remained until the station was closed.

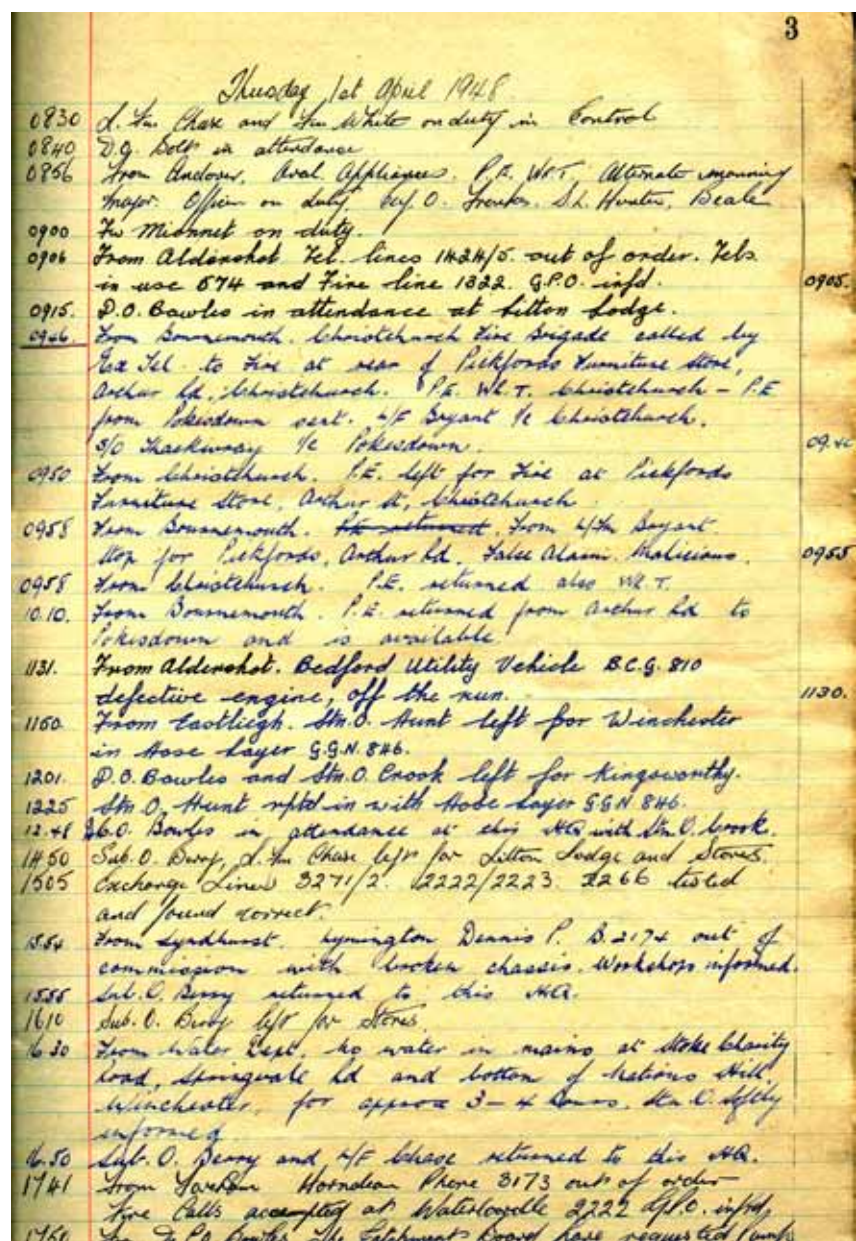


And, In the beginning...

Every now and then a little gem, (well, to me it is anyway), of fire service history appears and presents some more information about life in the past.

Such a 'gem' is a log book, from Fire Control, that records calls, messages and events on the handover between the National Fire Service, (NFS) and the formation of the Hampshire Fire Service, (HFS), on 1 April 1948. This was an importantly historic date as it marks when Hampshire had a countywide fire service for the first time in history and, also records the passing of the only time that the whole of the UK has had a nationalized fire service.

The Log Book records the call and events of that historic 24-hour period and for the next couple of months.



These were the days when the Control Room, then located in an existing NFS Control located at Winchester fire station, until it was moved in September 1948 to a new location in the recently acquired HFS Headquarters building at North Hill House, Winchester. Calls were managed by telephone, with lines to wholtime stations, house bells fitted in the homes of retained firemen and the use of air raid sirens mounted on poles or towers at stations. Some stations were at this time still being mobilized from what were now other independent Brigades. After Bournemouth, for instance operated the siren and house bells for Christchurch, (then a HFS station). Likewise Southampton would operated the bells and siren for Botley, with Winchester operating the majority. All via the GPO telephone cable system.

In addition to the hand-written log kept in the Control Room, each station would keep a Log Book, completed along the same lines. Every movement on or off the station, any telephone call, any messages or visitors would all be time logged into the book creating an accurate and historical picture of life both in the Control room and on each station. Operational incidents, (mostly calls to some type of fire in these days), were recorded by a red line being placed under the time of entry. Southampton Log Books were completed in a slightly different manner in that all operational calls were entered in full text in red pen.

So what did I discover from this 'gem' of history? Well, the last call to be answered

by the NFS was at 2300 when Portchester was sent to a reported hayrick on fire, between Ft Nelson and Ft Wallington. They were mobilised by Fareham operating the Portchester turnout system. At 2343, Fareham reported that it had been a False Alarm Malicious and that the appliance was back at station. So the last call of the NFS era was not that exciting.

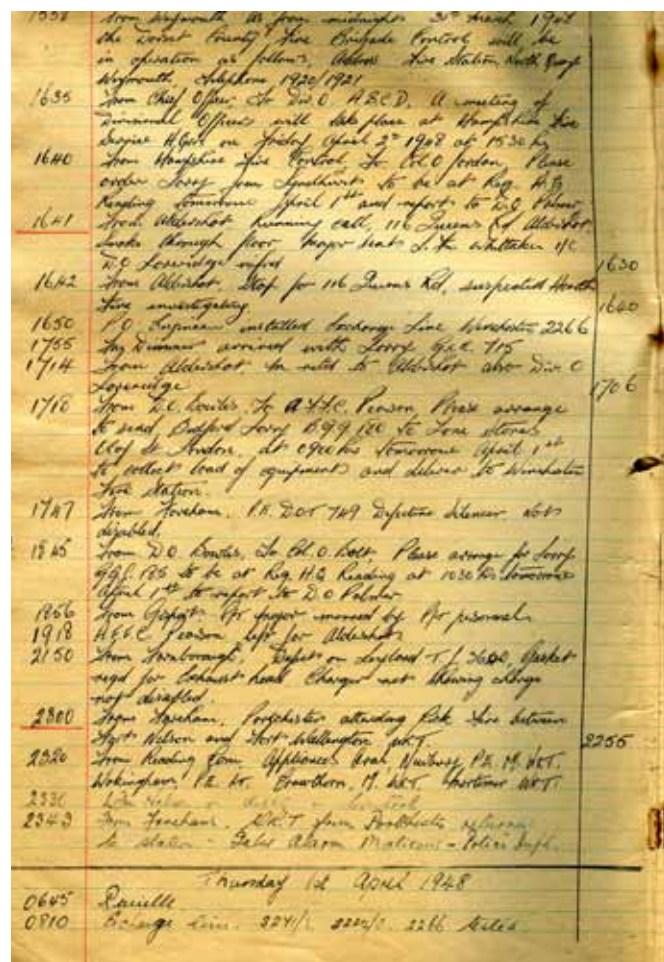
The rest of the night was without incident and without recorded fuss or ceremony fire protection for the County passed to the newly formed HFS, with the first Log Book entry being at 0645 recording 'Reveille' and at 0810, that the GPO exchange lines for Winchester 3271/2, 2222/3 and 2266 had been tested.

The Log refers to DO Bowles on 31 March who at the stroke of midnight became DCFO Bowles of the new organization having gone through the selection process in the months leading up to the change, having been a member of the Home Office Fire Staff. He was destined to become the CFO on 4 November 1955.

The first operational call for the Hampshire Fire Service, came at 0946 that day, when Bournemouth informed the HFS Control Room they they had turned out Christchurch, on behalf of Hampshire, to a fire at the rear of Pickford's Furniture Store, Arthur Road, Christchurch. The Pump escape and Watertender had been sent, Leading Fireman Bryant in charge, supported by the Pump escape from Pokesdown, (part of the newly formed Bournemouth Fire Brigade). At 0959, Leading Fireman Bryant put back a Stop Message (by telephone – no radios at this time), for a False Alarm Malicious. (Leading Fireman Bryant went on to be a long serving and respected Station Officer in charge at Christchurch and later, after the station had been transferred to Dorset in April 1974, his son also became Station Officer at the station).

The first actual fire call was late on 1 April, at 2033 when Farnborough's Major Pump, with Leading Fireman Beagley in charge, was sent to a chimney fire at "Bon-Jour", Sycamore Road, Farnborough. Shortly afterwards at 2045, Fareham's Pump Escape and Major Pump, Station Officer Fountain in charge, were sent to HMS Collingwood, Building 309 to a small fire involving and electrical transformer in No 4 Electric Light Sub-Station. And so ended the first 24 hours of the Hampshire Fire Service.

A lot of chimney fires followed over the following days and then, the first 'make-up' came at 1100 on Friday 9 April, when Bishops Waltham's WrT and Major Pump, with Station Officer Pink in charge were sent to a fire reported at Durley Manor, Durley, Nr Bishops Waltham, backed up by the Major Pump from Botley, having had their siren operated from the Southampton Fire Brigade control room located at the Headquarters in St Mary's Road. At 1122, from Station Officer Pink, by telephone, 'Make Watertenders 3'.



Letters



„An opportunity for members to express their views, share news, seek assistance or simply tell us what is going on in their life. So, if you have something to say, make the page come alive for all to see. We would like to hear from you.

Memories of Churchill Plaza

On the 16th April 1991, at 2142 hours, three appliances, 1Wrl, 2Wrts were ordered from Basingstoke Fire station to a fire halfway up a new high-rise office block in the town centre. As the appliances approached it could be seen that the fire had already broken out through a window on the 8th floor. BA teams were committed and at 2154 an assistance message to make pumps 6 was sent.

Progress in tackling the fire was made worse by very dense smoke and high temperatures. A further assistance message to make pumps 10 was sent at 2240.

At approximately 2308, firefighters were driven off the 8th floor by the severity of the fire as glazing failed and wind driven heat and smoke temporarily entered the staircases. Due to this failure the fire developed from the 8th Floor externally to the 9th Floor. At 2311 a message to make pumps 15 was sent and at 2327 make pumps 20.

At this time there were 3 BA entry points. A BA main control and servicing was in operation together with an incident main control.

At 2334: Make pumps 25. At 0027 an informative message was sent: Fire involving 8th and 9th floors, 1 TL monitor, 6 jets in use. Further jets being made ready. At 0048 a further informative was sent: Fire involving 100% of the 8th floor, 50% of 9th floor, 10% of 10th floor, 9 jets 2 TL monitors.

At 0115, further informative: Relief crews will be required. This will be a very protracted incident.

At 0121: Make pumps 30, for salvage.

At 0216: From DCFO Paine, Fire surrounded.

From this point damping down continued on through the night and all the next day.

The Stop Message was sent at 0407:
A steel framed glass building, L shaped office tower block of 12 floors and basement, approximately 130M x 15M x 56M, 8th and 9th floors 100% and 10th floor 10% severely by fire, 13 jets, 2 aerial monitors, 23 BA, hot spotting, salvage and BA continue.

Some other statistics relating to the incident are that it necessitated 89 separate vehicle movements, a total of 247 BA cylinders were used and between the Brigade Canteen Van and the Salvation Army an estimated 150 hot meals, 400 rounds of sandwiches and 1500 cups of tea were served.

Where you there, what did it look like as you approached down the M3 or from Kempshot?

Can you beat my quote of the night by the driver of the A1 WRL Mick "Zippey" Phillips: "Who's got the key to the dry riser"?

Are you one of the BA team, I think from A5 Alton, who helped myself and Phil Phillips to exit the building when all exits became smoke logged, and us with no BA! Are you the fireman who was stuck in the firemans' lift? What were your thoughts at the time it stopped working?

Kind regards to all

Frank Harris ex-Basingstoke



The spectacular and difficult fire involving the hi-rise, 'L' shaped Mercantile Credit building in Churchill Plaza, Basingstoke referred to by Frank Harris in his letter to the Editor, occurred late evening on 16 April 1991 and ultimately affected fully involved the 8th,9th,and 19th floors of the 14 storey office block, plus damage to many other floors. The first of 35 calls into the Control Room was received at 2142 and the PDA of 3 pumps was mobilised, with the first appliance in attendance at 2146. The incident eventually required the attendance of 30 pumps, 2 Turntable Ladders and an Aerial Ladder Platform, plus numerous support special appliances. The design features of the internal staircase proved to be a major factor in the success of tackling the fire.

Rather than the Editor constructing letters or simply making it up, let's be hearing from you. "As detailed, get to work".

An Alternative PMA Trip to

LONDON

It was an overcast but dry morning when we left on the coach to London on 25th September 2014 from Eastleigh Fire Station. All but two of those travelling were heading to see the show "Dirty Rotten Scoundrels" at the Savoy Theatre and starring Robert Lindsay, courtesy of the P.M.A. The odd ones out, on this occasion, were me, Eddie Winter, and my wife Lin. For our part we had just caught the coach, at very reasonable price, in order to visit the capital and do a bit of sight seeing.



After picking up more show goers from Basingstoke we arrived in London just before 11:00am. We decided that the "museums" stop was the best for us and disembarked the coach and made our way to South Kensington tube station.

Lin and I enjoy travelling in London and regularly use the tube. We have found it better to have an Oyster travel card than keep buying tickets to cover our journey. This also facilitates us alternative travel options of the buses and river boats.

I've always been impressed by the Victorian engineers and the tube network in particular; it is a fine example of their skills, tenacity and drive. Indeed it's a great shame that I didn't actually discover the underground tunnels that provide the route from South Kensington Tube Station to each of the

National Museums until I was an adult. I was amazed at the look of amazement on my grandson's face when we brought him through the tunnels to the Natural History Museum last year. I guess to him they just seem to go on and on.

Our purpose for using the tunnels on this day was simply to traverse the distance from the coach drop-off point to tube station in the quickest and safest means possible. On arrival at South Kensington we sought out the Eastbound Platform on the Piccadilly Line as our final destination for this journey required us to take the Piccadilly line to Leicester Square then change to the Northern Line to go onward to Camden Town.

Our reason for coming to Camden Town was to visit the famous Camden Lock Market which had risen from the ashes of a catastrophic fire in the early part 2008. The Market has been a famous haunt for tourists, celebrities and locals alike for many years and we were keen to visit even though it is some distance from the usual tourist sights of central London.

Nothing could have prepared us for the manner in which the market and its surroundings would take us in its grasp. It makes good use of all of your senses to draw you in. The shops on the High Street in Camden Town are brightly coloured and adorned with huge sculptures which leave you in little doubt what they were selling. The pavements bustled with people who were either shopping, window browsing or just soaking up the atmosphere. As you move further away from the tube station your eyes are drawn towards with the now famous blue painted railway bridge at the top of the hill



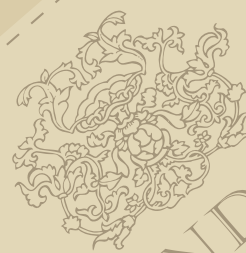
emblazoned with the words "Camden Lock" in yellow. You are left in no doubt that this is really the place you have come to see and the rest is just supporting cast for the main act.

As you get to the top of the hill you cross a bridge that straddles the Regent Canal. Beyond this bridge and everything to your left is Camden Lock market. It's said to be the fourth busiest attraction in London with 100,000 visitors every weekend which is hardly surprising as it's absolutely huge.

From 1974 a small weekly crafts market that operated every Sunday near Camden Lock developed into a large complex of markets. The markets, originally temporary stalls only, extended progressively to be a mixture of stalls and fixed premises. These were incorporated in not just the open spaces but also many buildings. These buildings comprised of the former canal service buildings, a large stable area formerly used, in its time, as a horse hospital and Pickford's removals stable and twenty five railway arches. The Market is now thriving and operates seven days a week although weekend remain its busiest period.

A huge variety of stallholders operate in Camden Lock selling fashion, vintage, jewellery, accessories, shoes, homeware, gifts, games, hobby items, art, photography, movies, books, health and beauty and of course food and drink. So whether you're looking for something to wear to that party or to decorate the home you'll find something to browse here in Camden Lock. As it was lunchtime by the time we got there Lin and I started by taking in the many multi-national food and beverages businesses operating there. Lin stayed traditional with a beef burger whilst I went for a Peruvian spicy rice dish. In all we spent two and a half hours at the markets and still really just touched the surface. The market is best described pictorially so I've included a selection of photographs.

Having had a great time at Camden Lock Market Lin and I concluded that we would make our way to our next destination by an alternative means of transport. It seemed logical that since we were by the Regents Canal that we make good use of it. A canal tour is operated between Camden Lock and Little Venice, which is near to Paddington station, so we joined the queue.



LONDON

Comfortable seating is provided and a running commentary on areas of interest along the route. The canal links a diverse cross-section of London's attractions. From Camden, it passes the craft stalls and quirky clothing shops of the famous market, a centre for London's alternative culture. It runs on through Regent's Park. Here it is overlooked by a vast aviary - part of London Zoo. Our trip terminates alongside the colourful collection of narrow boats at Little Venice basin in Maida Vale. All in all a delightful journey of thirty minute or so, and they give a discount for us pensioners.



Shortly after arriving at Little Venice, we spot the Waterside Cafe. This idyllic cafe is situated on a narrowboat moored in picture-postcard Little Venice at the junction of the Grand Union and Regent's Canals.

Decorated with baskets of hanging flowers, the charming narrowboat looks inviting so we decide to sit down for a drink. There were outdoor quayside tables and it was a good opportunity to be at one of the iconic canal boats that are so familiar on Regent's Canal. This floating cafe has heating for the cold weather and air conditioning for summer. It serves hot breakfasts and has on offer a range of sandwiches, Panini's, jacket potatoes with various fillings, Ploughman's lunch, plus daily specials. You can also get gluten free cakes, hot and cold drinks, as well as other snacks. It was here that I had the best hot chocolate drink ever!



It was just a short walk from here, over the bridge, to Warwick Avenue tube station, which, on the map at least, was closer to where we were than Paddington. Our next stop was Chancery Lane where we looking to go The London Silver Vaults.

The London Silver Vaults is home to the largest retail collection of fine antique silver in the world. Behind the huge safe doors and within its vaulted walls, you can find anything from a champagne swizzle stick to a full size silver armchair! Although English silver predominates, there are 30 specialist retailers here selling designs and precious objects from every corner of the world. Its unique setting makes the Vaults one of London's most unusual shopping destinations. The individual owners are equally happy if you just wish to browse.

Once we got to the basement Lin and I entered the first shop and were greeted by the owner who was extremely knowledgeable and very helpful. I must say that he did remind me of a character from the 'Adams Family' movie although that was probably as much to do with him spending so much time underground and not taking in any sunlight! Now whilst looking at very expensive silver can be a bit of an adventure, for me personally once you've been through half



a dozen emporiums full of the classy stuff, the other twenty odd do lose their 'sparkle' somewhat. None the less it's well worth a visit.

When we returned to ground level and daylight we had just one more port of call before meeting back up with the other PMA members and the coach back to Eastleigh. From Chancery Lane we caught the tube to Tower Hill and the Tower of London.

I had seen, some week previous, a talk given on TV by General Sir Richard Dannat who was promoting the 'Rivers of Blood' exhibition at the Tower of London. His talk centred on the number of lives lost in the First World War and it inspired me to purchase a number of the ceramic poppies that were be planted in the moat over the few months leading up to the anniversary of Armistice Day. Although there was still some considerable time to go Lin and I wanted, on the day of the PMA trip, to witness the progress that had been made with the planting.



As we emerged from the Tower Hill underground station and made our way to the moat wall it was clear from the number of people milling around that the exhibition was attracting considerable interest. Peering over the wall left you in awe of what you were seeing. Yes it was a sight of beauty and yet every poppy planted represented a life lost. The fact that exhibition was only half way towards it target of planting 888,246 ceramic poppies by the 11th November it still brought into stark focus the magnitude of the loss of life on the British side of the conflict alone.

Over the coming weeks following our visit the media coverage of the poppies increased by the day showing the pattern of growth; slowly filling the whole of the moat around the Tower of London completely. The number of visitors the site continued to be ramped up as each week went by until it became self-defeating in the end and only those lucky enough to be at the front actually got a descent view of the spectacle.

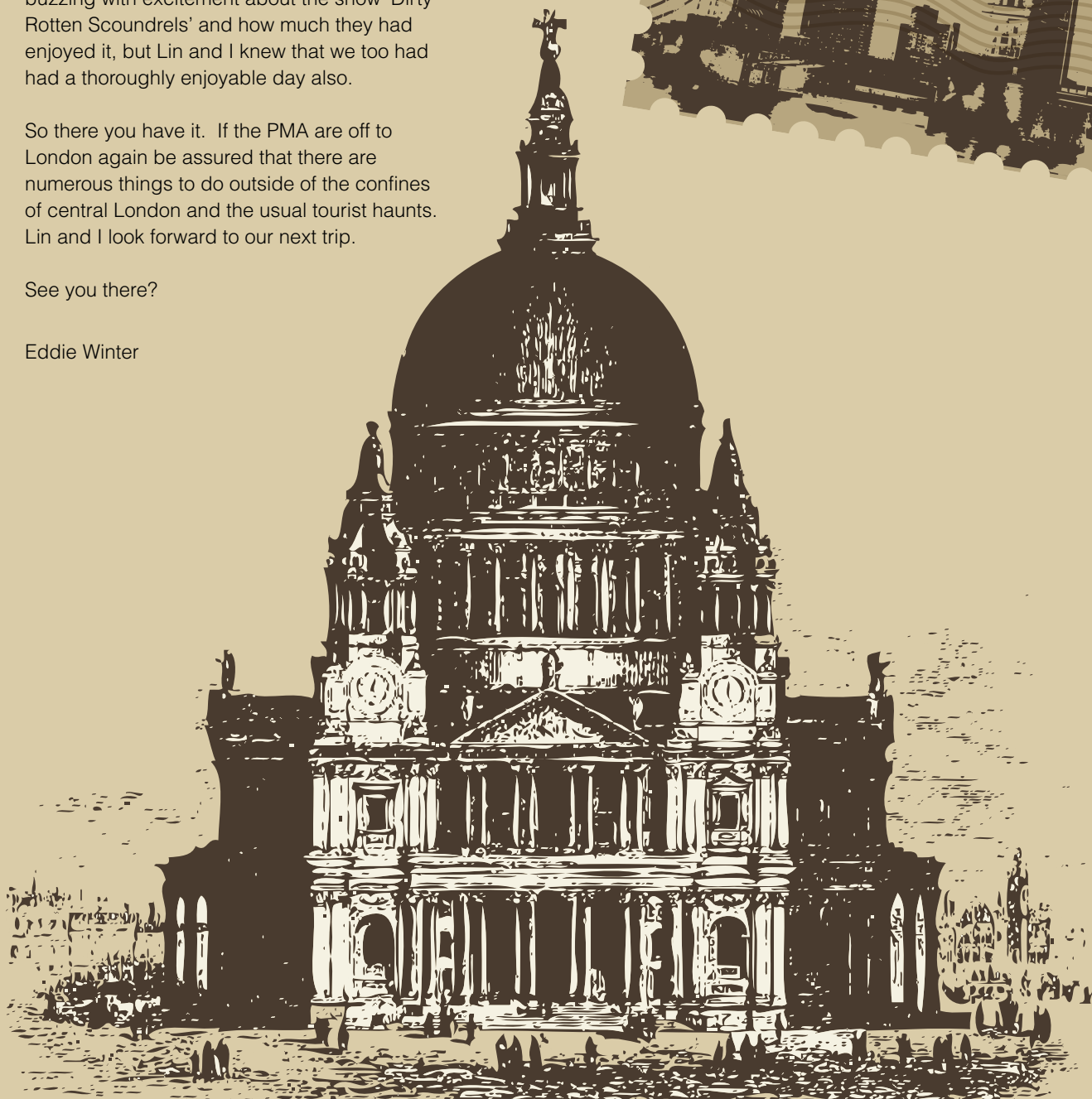
Having soaked up the atmosphere at the Tower of London and taken all the photographs we wanted of the event, our day was almost done and we headed to Prezzo's restaurant, near to Trafalgar Square, for dinner. As usual it was packed with people either dining before leaving the capital or wanting a meal before going to the Theatre or some other form of evening entertainment. Other diners included Les Barker and his wife who we saw seated at the far side of the room. We took a table for two, had a pleasant meal, soaked up the atmosphere and whiled away an hour and a half talking about our day and whether it had met our expectations.

It was only a short walk from there to the Hispaniola where we to catch the coach back home. The others gathered there were buzzing with excitement about the show 'Dirty Rotten Scoundrels' and how much they had enjoyed it, but Lin and I knew that we too had had a thoroughly enjoyable day also.

So there you have it. If the PMA are off to London again be assured that there are numerous things to do outside of the confines of central London and the usual tourist haunts. Lin and I look forward to our next trip.

See you there?

Eddie Winter



Scrapbook Memories

Something to remind you of how things were in the past



Taken in front of Turntable ladder HOTTOOL at Winchester.
Not fully sure, but probably taken for CFO George Clarke, to use in one of his presentations — possibly visit to Sweden — to show all of the various personnel elements that made up the Fire brigade of the time. Circa 1978/79?

RTA (now RTC)
involving Winchester
crew. Uncertain of
exact location and
date, but probably 1974
to 1976? Someone can
no doubt tell me? ADO
Terry Craven is the
officer looking on.





Lorry into a building,
West Meon, 8 November
1972. Droxford Bedford
WRT shown



Fire Control at the Headquarters when located at Ashburton Court, (May 1968
— September 1980 in the HCC complex, Winchester. Oh the simplicity. GPO tape
teleprinters, and easy to move tallies on a map to give a fast and accurate
picture of where the mobilising and standby needs were! Stan 'Robbie' Robinson,
Wilf White, Les Cole and DO Maurie Buick

Past Times

Focus on Alresford Fire Station



Circa 1980



Circa 1950

One of a number of locations to have a fire station established under the newly formed Winchester Rural District Council Fire Brigade, established in January 1939, under the Fire Brigades Act 1938.

There is reference to Alresford having a 'Fire Engine' kept in the church in 1690, but it was not until 1858 that a Volunteer Fire Brigade was established, operating firstly with a manual pump kept at The Swan Hotel and later operating from a purpose-built fire station erected in Broad Street, by 'the Bailiff and Burgesses of New Alresford' in 1881. In 1908 a horse-drawn Merryweather 'Greenwich Gem' steam fire engine was purchased. After a period of some difficulty in the early 1900s, the Brigade was transferred to the responsibility of District Council. This then became the responsibility of the Winchester RDC, following the absorption of the Alresford RDC into its area in 1932. Winchester City was a separate Fire Authority, with its own established Fire Brigade. Following a period of the steamer being towed by a motor driven vehicle, in place of horses, in February 1929, a very unusual 6-wheel Morris Commercial 'FD' Motor Pump, costing £998, was the motor pump of choice, having 'caterpillar' tracks, which could be fitted to the driven double axle for cross-country travel. This was added to in May 1937 by a Leyland Motor Pump which was christened 'Coronation', and which responded to its first call at 0430 the next morning to a garage on fire at Upper Lanham Farm. A new Bedford Motor Pump, built by Perrins Motor Garages Ltd, Southampton, (to replace the Morris) and delivered in May 1939, was temporarily issued to serve in Botley, pending the completion of the new fire station in Alresford.

When built in 1940, the station was a grand design for the time and the size of the community it served. The old fire station in Broad Street served as a base for the local Air Raid Precautions Service for the duration of the war, having served for a period as meeting room for the New Alresford Parish Council. After the stand down of the ARP Service, the building again became the home for the activities of the New Alresford parish Council and continued in this capacity until 1983 when it became the location for a furniture restoration business for the next 17 years. It is today, a gallery and picture framing business.

During World War 2, Alresford had a wholtime complement and it was designated as NFS Station B1S of No 16 Fire Force, Alresford was also a Reinforcement Base, designation 16/188, for the gathering of crews to be sent in stages into area that were or had been the subject of attack. Alresford became C36 when the Hampshire Fire Service was formed on 1 April 1948 and maintained its two-pump status until January 1962, when the 1937 Leyland was replaced with a Landrover L4P. One aspect of design that is still a headache even today is the low height of its appliance room doors and for certain periods ladder mountings have had to be modified accordingly.

1.



2.



3.



4.



1. Alresford 1937.
Leyland taken Jan 1962
2. Alresford Morris 1929
3. Station 1953
4. Old Station

The other fire stations within the Winchester Rural District Council jurisdiction were: West End, Hamble, Botley, Twyford, and Netley (Hound), Sutton Scotney. All but Sutton Scotney had some level of fire brigade before being taken over by the Winchester RDC. None had suitable fire stations.

Today, the Hampshire Constabulary also operate a Neighbourhood Police Office from the building and this joint use of a community building may be seen by some, as being innovative. However, Alresford Fire Station was for some years in another role connected with the law when it serves as a local Magistrates Court. The first floor had a small extension above an existing flat roof to serve as Justices Retiring Room, in the main recreation Room a soundproof Witness Waiting Room was constructed. Access for the Magistrates was via the existing external stairs and the public though the side door direct to internal stairs so

the operational area of the station did not need to be used. The Billiards table had a special constructed wooded cover with a writing ledge on one side covered with a cloth, behind which the Magistrates sat on a removable raised platform, using the ledge as a writing area. A moveable 'Dock' and a Witness Box was provided, as were tables in front of the Billiards table for use by the Clerk and solicitors. A £25 per annum rental was agreed for fortnightly use. The first session was held on 6 November 1958. I have not discovered when this arrangement ceased but no doubt someone can advise.

A payment of 12/6d was made to a Fireman for setting up and clearing down the Court. An on-duty Policemen on the sounding of the call-out siren would proceed to the front of the station to see that it was clear for responding Firemen and exit of the fire appliances.

Smuggles Cottage, Sopley - Photo courtesy of HFRS



HFRS Happenings

FLEET

Two Land Rover 110 Defenders are currently in build at Emergency One as L4P's. The former Redbridge SEU, HX56 RGO has been converted into a Search & Rescue Unit for USAR and is currently in FMC being fitted out. FMC also continue with the fit out of the two new Foam Units.

The order for the five Light Rescue Pumps has not yet been placed although the chassis have been purchased.

One of the MRV's recently taken off the run is heading to Chile to join the two ALP's and WrL that headed south a few years ago. The MRV in question is the first one purchased, N109 EBP which was allocated to Lyndhurst before moving to Havant.

INCIDENTS

11 February - Make Pumps 10, Harris Autos, Bosham Road, Copnor, Portsmouth. ToC 20:38, ToS 02:47. Fire involving L shaped building approximately 25m x 25m used as commercial garage and flats, fire spread from ground floor

to first floor and roof. 1 x 13.5m ladder, 1 x 10.5m ladder, 2 x 9m ladders, 6 jets, 1 ALP monitor, 30BA. Attendance RP, WrL, WrT and ALP Southsea, WrL, WrT, RSV Cosham, WrL Wickham, RP and WrL Havant, WrL and WrT Waterlooville, CSV Portchester, CSV Eastleigh, ICU Headquarters, RP Redbridge (RSV Support), EPU Alton. Stand by moves WrL Fareham to Cosham, RP Hightown to Southsea, WrT Botley to Cosham, WrT Romsey to Redbridge, RP Petersfield to Havant, WrT Alton to Southsea and WrT Totton to Waterlooville.

12th February - Thatched roof fire, Smuggles Cottage, Sopley. ToC 17:41, ToS 05:04. A thatched property of two floors, 30m x 10m, roof 100% by fire, ALP in use, 20BA, 7 jets, 2 hose reels. Attendance WrLR, WrT and ISU Christchurch (Dorset FRS), WrLR Springbourne (Dorset FRS), WrLR and ALP Westbourne (Dorset FRS), RP and WrT Ringwood, WrL New Milton, WrL Burley, WrC Fordingbridge, EPU Romsey, RP and RSV Redbridge, ICU Headquarters, CSV Portchester. Stand by moves WrLR Redhill and WrLR Ferndown (Dorset FRS) to Ringwood.

Colin Carter - Guest Contributor

Other happenings...

The 'partnership', which will see the HFRS become responsible for the 'strategic leadership' of the Isle of Wight Fire and Rescue Service, will come into being on 1 April.

The current CFO, Steve Apter, will fill the vacant ACO position on transfer to HFRS and based on the mainland, with an Area Manager and a Group Manager, also transferring but being based on the Island. In name, the Island will still see its own Fire and Rescue Service and, will retain its political independence, but operational and strategic policy will be directed from HFRS Headquarters. An interesting space to watch! I well recall my involvement with a similar proposal some 9 years ago.

The current CFO of Dorset, Darran Gunter, has been appointed as the CFO (Designate) of the new Dorset and Wiltshire Fire and Rescue Service, when the new combined Service is formed on 1 April 2016.

We will, no doubt, see more 'partnerships' over the coming months and years. There are already such partnerships formed or being formed for Control Rooms. Outsourcing is also a big likelihood and, already in existence around the UK, are outsourced arrangements for training, procurement and fleet/equipment/uniform provision. Outsourcing of support functions such as HR, finance, IT property management, hydrants etc are, increasingly, also likely targets.

The range of possibilities is pretty large including someone brave enough to actually outsource Fire safety or even Operational Response. Will FRS's in the future have an appointed Commissioner as per the Police or actually fall under one of the already appointed Police and Crime Commissioners? Time will tell.

The project to move the strategic leaders and teams of the Hampshire Constabulary, into HFRS Headquarters, is now in full swing. Work will start in the coming months to completely re-design the internal spaces of the building, (which now has massive areas of solar-panels covering all available roof surfaces, greatly altering the appearance of the complex).

The Fire Minister, (at least until the General Election), Penny Mordaunt has recently suggested that 'the Fire and Rescue Service is at a crossroads, with enormous potential for growth, but a need to break away from its traditional roles and expand into other areas'. Further, applauding the concept, she announced that there would be 'Transformation Funding' to encourage partnerships.

There is also to be One-off funding to FRS's to give support to private sector landlords facing new regulations, which will include the fitment and checking of smoke alarms on all floors of their properties and carbon monoxide detectors in rooms considered to have a risk. The problem with one-off funding initiatives is that they can have the tendency to run-out before the task is finished.



In preparation for their new command and control system, HFRS Control Room is currently operating out of the adjacent 'Major Incident Room'. HFRS will become the first in the Networked Fire Control Services Partnership (NFCSP) to go live with the 'Vision' system

The Watches, who have temporarily moved next door while the new system is installed, and are completing training on the new system, supplied by Capita, in preparation for the March 31 go live date. The system will transform the way Control mobilise appliances and manage incidents. The accompanying 'BOSS' Mobile application will also allow personnel and appliances to book in with Control at the touch of a button, as well as view and add information on incidents.

When fully operational, the system will link Control rooms for Devon & Somerset, Dorset and Wiltshire, allowing each service to retain its own Control but also provide resilience for the other partners.

And then there is the General Election!
Alan House

Mini Snip!

January Edition of Stop Message From Graham Starke – (Bus Aficionado)

Just a bit of information on the mystery photograph on page 18 of the January magazine. It will not help pinpoint the date or location, but GYB 993 is a Bedford OB with Duple bodywork (or what's left of it) that was new to H.Gratton of Burnham on Sea way back in January 1946. It may well have been in different ownership at the time of the slight bump but as the bread van carries a Bristol registration, it all points to that area unless, they both travelled to Hampshire on the day of the accident!

Ed- 'Wonderloaf' became 'Mothers Pride' mid-late 60s



PMA ties and Lapel Pins

PMA ties and Lapel Pins are now available for purchase from Alan House. In two designs, the ties have in the stripes, the colours of the HFRS Meritorious Service Medal and the Fire Brigade Long Service and good Conduct medals with "PMA" shaded in the background. One has the PMA badge logo.

Tie: Cost £2.00
plus 73p for postage
Lapel Pins: Cost £2.00
plus 53p for postage.



Snippets

New Life for Old Hose

With apologies for those who do not have internet access, this link takes you to a website where they have an interesting use for old fire hose. Innovative recycling! It seems that 50% of their sales is donated to the Fire Fighters Charity. They also offer a 30% discount for serving or retired fire service personnel. The website is www.elvisandkresse.com and if you put fire hose in their search box, you will see some interesting personal item use for recycled hose.



Tooley Tote
£260.00



Torpedo Cufflinks
£36.00



Wrap-Around Cufflinks
£36.00



iPhone 6 Case
£40.00

West End Belt
£41.00



EK
ELVIS & KRESSE ARTS

Moving on to Pastures New

Simon Forster

07/05/2014
Crew Manager
Rushmoor
19 years 7 months

Ian Burrows

12/05/2014
Firefighter
Cosham
24 years 10 months

James Hosking

23/05/2014
Firefighter
Basingstoke
12 years 6 months

Peter Cooksey

24/05/2014
Crew Manager
Lyndhurst
23 years 5 months

Michael Weeks

06/06/2014
Watch Manager
Liphook
45 years

Ronald Lumb

07/06/2014
Firefighter
Liphook
13 years

Graham Malcolm

01/07/2014
Crew Manager
Hythe
21 years 8 months

Andrew Wheeler

04/07/2014
Firefighter
Horndean
27 years 2 months
Colin Baker
04/07/2014
Firefighter
Horndean
20 years

John Twilley

06/07/2014
Firefighter
Fareham
17 years

Derrick Gough

19/07/2014
Technician
Fleet Maintenance Centre
13 years 9 months

Amanda Henocq

21/07/2014
Learning and development
Headquarters
10 years 1 month

Jolyon Forrest

23/07/2014
Crew manager
Havant
12 years 10 months

Douglas Jackson

28/07/2015
Firefighter
Southsea
23 years

Steven Baldwin

30/07/2014
Firefighter
Emsworth
20 years

Darren Weston

31/07/2014
Firefighter
Hamble
12 years 1 month

Tony Brown

01/08/2014
Firefighter
Urban Search & Rescue
Headquarters
15 years 1 month (transfer to
Merseyside)

Wayne Goble

01/08/2014
Crew Manager
Hayling Island
13 years 10 months

Anthony White

09/08/2014
Firefighter
Yateley
14 years 4 months

Ben Matthews

15/08/2014
Firefighter
Overton
11 years

Lisa Malcolm

16/08/2014
Station Admin Support
Hythe
15 years 10 months

Alfons Heinrich

20/08/2014
Station Manager
Community Safety
24 years 7 months

Nick Phillips

01/09/2014
Caretaker
(Restructuring transfer to
Integrated Professional
Services)
Headquarters
20 years 1 month

Shane Monckton

01/09/2014
Property Services Manager
(Restructuring transfer to
Integrated Professional
Services)
19 years 4 months

Simon Roe

01/09/2014
Caretaker
(Restructuring transfer to
Integrated Professional
Services)
Headquarters
18 years 11 months

David Jones

10/09/2014
Firefighter
Alton
15 years

Jim Peel

16/09/2014
Technician
Fleet Maintenance Centre
24 years

Stephen Winn

18/09/2014
Firefighter
Rushmoor
22 years 5 months

Jacqueline Payne

22/09/2014
Service Delivery Admin
9 years 11 months

Elizabeth Roberts

27/09/2014
Firefighter
Totton
10 years 1 month

Duncan Peters

01/10/2014
Firefighter
Eastleigh
32 years 1 month

Simon Wiltshire

01/10/2014
Firefighter
Overton
21 years 1 month

Paul Mitchell
01/10/2014
Crew Manager
Portchester
30 years 1 month

Steve Barrow
01/10/2014
Watch manager
Training
35 years 11 months

Chris Robinson
02/10/2014
Firefighter
Cosham
30 years

Haydn Brown
02/10/2014
Watch Manager
Community Safety
30 years

Anthony Russell
06/10/2014
Firefighter
Hayling Island
9 years 4 months

Trevor Tibble
06/10/2014
Firefighter
Hayling Island
25 years 5 months

Barry James
08/10/2014
Crew manager
Hightown
24 years

Kevin Burley
10/10/2014
Firefighter
Horndean
26 years 5 months

Robert Green
10/10/2014
Firefighter
Horndean
22 years 11 months

Donna Franklin
16/10/2014
Administrator
Headquarters
15 years 2 months

Ricky Nutbrown
29/10/2014
Firefighter
Havant
12 years 7 months

Richard Denyer
10/11/2014
Firefighter
Wickham
19 years 11 months

Roger Witherden
15/11/2014
Firefighter
Havant
36 years 9 months

Simon Silcox
17/11/2014
Crew Manager
Hayling Island
14 years 1 month

Ian Jones
17/11/2015
Firefighter
Southsea
23 years 3 months

Nicholas Burchell
24/11/2014
Health and Safety Manager
Headquarters
11 years 9 months

Alan Nichol
25/11/2014
Firefighter
Hardley
27 years 2 months

Ian Farminer
01/12/2014
Learning and Development
Headquarters
14 years 6 months

Philip Nicholson
01/12/2014
Firefighter
Stockbridge
13 years 6 months

Nigel Jones
04/12/2014
Firefighter
Rushmoor
23 years 9 months

Helen Davis
24/12/2014
Firefighter
Droxford
21 years

Anthony Pratt
24/12/2014
Firefighter
Gosport
26 years 8 months

John Bonney CBE QFSM
01/01/2015
Chief Officer
Headquarters
30 years 7 months
(13 years 1 month HFRS)

Steven Robinson
01/01/2015
Station Manager
Operational Delivery
Headquarters
31 years 7 months

Richard Parker
03/01/2015
Firefighter
Sutton Scotney
20 years

David Cox
07/01/2015
Firefighter
Fareham
15 years 7 months

John Hinton
07/01/2015
Station Manager
Community safety
31 years 4 months

Andy Stinton
07/01/2015
Firefighter
St Marys
30 years

Daniel Lee
17/01/2015
Firefighter
Petersfield
9 years 9 months

Sue-Ann Mitchell
18/01/2015
Crew Manager
Droxford
10 years 2 months

Laura Cadd
31/01/2015
Head of Marketing & Comms
Headquarters
10 years 3 months

Kevin Roberts
02/02/2015
Watch Manager
Operational Delivery
Headquarters
24 years 4 months

Trevor Williams
03/02/2015
Crew Manager
Andover
30 years

David Bird-Newell
09/02/2015
Firefighter
Southsea
25 years 10 months

Anthony Nicholls
16/02/2015
Watch Manager
Gosport
24 years 2 months

Philip Cliff
16/02/2015
Firefighter
Hartley Wintney
13 years 2 months

David Collins
16/02/2015
Watch Manager
Community Safety
20 years 1 month

Glen Stone
21/02/2015
Watch manager
Gosport
26 years 11 months

Susan Davies
23/02/15
Firefighter
Basingstoke
12 years 5 months

Lee Mcdonald
26/02/2015
Firefighter
Southsea
11 years 1 month

Andrew Bennett
01/03/2015
Firefighter
Lyndhurst
25 years 4 months

Richard Collins
01/03/2015
Crew Manager
Gosport
14 years 11 months

Stephen Boxall
02/03/2015
Watch Manager
Whitchurch
40 years

Nicholas Derham
17/03/2015
Station Manager
Joint Working Project
Headquarters
31 years 2 months

Philip Smith
18/03/2015
Firefighter
New Milton
25 years 6 months

David Bowen
30/03/2015
Watch Manager
Winchester
11 years 10 months

Mark Wittcomb
30/03/2015
Area Manager
Headquarters
30 years

Neil Hawker
01/04/2015
Crew Manager
Urban Search & Rescue
Headquarters
30 years 6 months

Stephen Kendall
01/04/2015
Firefighter
Fareham
28 years 6 months

Lynda Hollis
01/04/2015
Service Delivery Admin
16 years 1 month

Nicholas Turrill
02/04/2015
Firefighter
Whitchurch
25 years

Sally Walpole
04/04/2015
Firefighter (Control)
Control
12 years 10 months

Gary Vickery
05/04/2015
Firefighter
Emsworth
38 years 3 months

Stuart Wannon
06/04/2015
Firefighter
Andover
15 years 10 months

Andrew Marsh
13/04/2015
Watch Manager
Gosport
13/04/2015

Lionel Williams
01/05/2015
Firefighter (Control)
Control
41 years

Paul Turner
04/05/2015
Technical Officer
Operational Comms
Headquarters
19 years 7 months

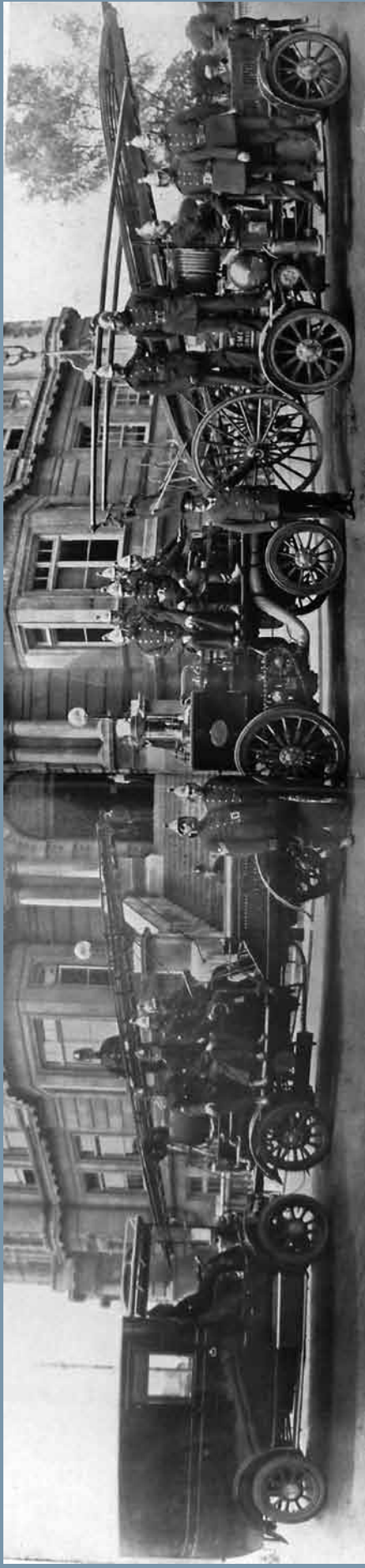
We wish everyone listed every success for the future

Final Salute

It is with regret that we record the death of the following past members of the Service:

Clive Morris
On 27 November 2014
Aged 69
(Late notification)
Having served at Basingstoke, Eastleigh and St Marys, Clive retired as a Leading Firefighter, serving in Community Safety at Headquarters in November 2000

David Cole
On 4 February 2015
Aged 88
David served at Bishops until his retirement as a Leading Fireman in 1981.



Two great images of the leading Fire Brigades from the area, in their day.

Top: The Portsmouth Police Fire Brigade, believed taken at The Guildhall, with Police Firemen showing off their appliances. This was taken in May 1914, so just prior to the coming mayhem of WW1, with some in the photo, no doubt, later seeing first-hand the horrors of that conflict. On the left is the Ambulance operated by the Brigade, and moving right, is their Merryweather Motor Tender, their 1903 Merryweather 'Fire King', (one of the few brigades to operate these self-propelled steamers), and their 1912 Merryweather Motor Escape.

Bottom: The Southampton Fire Brigade, 1920, taken outside what is now St Marys, but then the Headquarters Station. Southampton was then of course a Borough and not a City as it is today. In the picture can be seen, at each end, the Ambulances that were operated by the Brigade – on the left, a 1920 Ford and on the right a 1919 Rocket Schneider. In the centre left to right is, 1915 Morris-Belsize Pump Escape, 1912 Morris-Belsize Pump Escape, 1906, (originally owned by London Fire Brigade, until 1912), Morris-Belsize Motor Escape.

