

# STOP MESSAGE

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



[www.xhfrs.org.uk](http://www.xhfrs.org.uk)



**Woolston's Bedford CSV and the station's adopted ship, the Type 42 Destroyer, HMS Southampton. 1983**

## INSIDE



## JUNIOR FIREMEN

*The class of 1963*

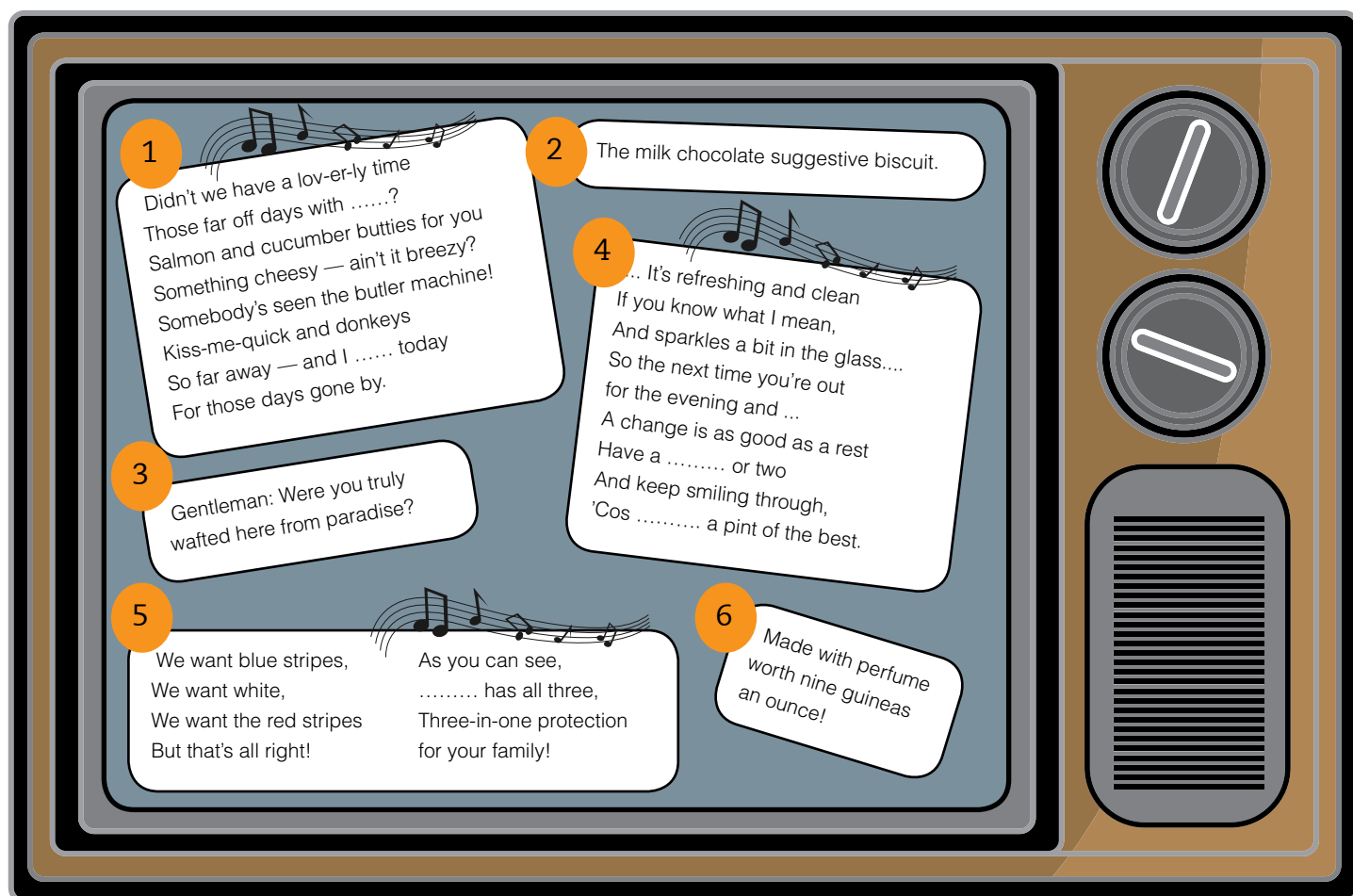
## THE NORTHERN LIGHTS

*Tom and Kim spent a week at Torrasioppi Reindeer Farm near Mounia, Lapland in Finland to get a glimpse.*

## PAST TIMES

*Focus on Stockbridge Fire Station.*

SO, LETS TEST YOUR MEMORY ON THESE OLD TV ADVERTS FOR  
EVERYDAY PRODUCTS. WHAT'S THE BETTING YOU HUM THE TUNE  
OF THE MUSICAL ONES, PROBABLY FOR THE REST OF THE DAY!



## ANSWERS

1. Anchor Butter. Tune: "Didn't we have a lovely time the day we went to Bangor" 1982 2. Breakaway 3. No, Luton Airport – Lorraine Chase. Campari 1977 4. Strongbow Cider 1960s 5. Aquafresh Toothpaste. Tune: Three Little Fishes 1972 6. Camay soap 1960s

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.

Editor: [magazine@xhfrs.org.uk](mailto:magazine@xhfrs.org.uk)  
43 Lucerne Gardens, Hedge End,  
Southampton, SO30 4SD.  
(Tel 01489 699242)  
Webmaster: [webmaster@xhfrs.org.uk](mailto:webmaster@xhfrs.org.uk)  
Secretary: [alan.house@xhfrs.org.uk](mailto:alan.house@xhfrs.org.uk)  
Designer: Clare Murphy

Be a regular visitor to our website at  
[www.xhfrs.org.uk](http://www.xhfrs.org.uk)

Follow us on 



Bedford CSV Wrt and stable-mate Dennis RS WrL outside of their home, Woolston Fire Station in 1981. On the front cover, HMS Southampton was a Type 42 Destroyer built by Vosper Thornycroft in their Woolston yard – a primary risk covered by the station – launched in 1979 and commissioned in 1981, serving until decommissioned in 2009.

## STOP MESSAGE



# Welcome from the Editor



Just to please my Grandson Ryan!

So this is Summer 2015. 'Summer' – really? Come on, give us a break! Seems like I have apologized before for the lateness of a magazine, so sorry to be repetitive. There will be another one in September to catch up. For the first time though and very nice for an Editor to have to say, I have had to hold copy over to the next edition. So, my thanks to those who have sent me material, and to say, not to despair, I will be including everything in due course.

A gentle reminder, if I may, to all those who have yet to pay their subscription, which was due April 2015. For those who have not paid, this will be the last 'grace' edition you will receive. Also, a reminder that any winner of the monthly draw has to be a paid up member and, anyone who has not paid but wishes to attend any PMA event may be asked to pay the non-subsidised rate or even turned down in favour of paid-up members. We do want to be fair to those who remember to make their payment or who have set up auto-payment.

We really would encourage everyone who can, to set up either a standing order or where applicable, an annual payment direct from pension. Either our Treasurer Phil Griffiths or myself can advise how this can be done. It saves so much time and cost in reminding members.

Life continues to change for those in the service and one change that is also affecting us directly is the loss of the Phoenix Bar at Headquarters. For over 6 years, the bar has been operated by the PMA and this of course has resulted in an income that has helped to offset our running costs. The final event and Bar closing on 7 August saw the end of an era, during which, many have benefitted from and enjoyed the facilities, firstly managed by the Phoenix Club and latterly by the PMA, with numerous social events, official hosting, Officer's Club functions, retirements etc. Very sad to see the facilities go amidst all of the changes going on within the building. Farewell Phoenix Bar, you have served the HFB, the HFRS and many of us individually very well over the 32 plus years that you existed.

We have been assured that whilst the bar will not exist – its being ripped out – there will be an area, which we can continue to use for events after several months of construction and associated disruption. We will just have to think differently how we make use of those facilities. That is now under consideration by the PMA Committee. For the period of construction we may have to move events such as the next AGM. More thoughts in due course.

Until the next time ...

Alan House

*Paris*

Le timbre-poste

# The PMA Paris Trip 2015

## ***Day One:***

At 00 oh so early on Monday morning a group of weary travellers met the Lucketts coach for a PMA tour to Paris. After a non-eventful coach and channel tunnel journey during which many of our group caught up on their interrupted sleep we arrived at our hotel.

Once the usual scrummage for room allocation, hotel procedures, dinner arrangements, breakfast times and local transport options were over, most of us met in the foyer for a welcome (non alcoholic) drink and a brief chat about timelines for the pre-booked excursions.

Those that wanted to enjoy Paris at their leisure went off to do their own thing at their own pace.

For many trippers the first evening was spent wandering around the hotel area working out options for their stay and finding a restaurant/bar for their evening meal.

## ***Day Two:***

After breakfast, Steve and Lin Thomas, Sheila and I decided to use the Metro to the city centre and go on a sightseeing tour by bicycle. As Lin had previously been on this bike tour, the girls took charge of the street plan map and decided that they would find the tour office. (Photo) After approximately an hour of wandering around in circles we finally spiralled into the tour office just in time to catch the next trip.

We were introduced to our guide Dannielle and 6 other people from around the world who would be accompanying us.

The trip, using cycle routes for most of the time covered the majority of major tourist attractions in the City. Approximately every 15-20 minutes we stopped for our guide to explain the various attractions in view and their historical significance. Including a 45minute break for lunch, the tour took almost 4 hours and everyone agreed it was a great way of introducing visitors to the City.

We then caught the Metro (which was only 250 metres from the cycle office) to dash to Vedettes du Pont-Neuf to meet with other PMA members for a river trip on the Seine. Although the weather cooled a little it remained clement and we were able to enjoy over an hour gently cruising the river seeing all the attractions again but from a totally different viewpoint. For those that are interested the River Seine fire station was located on a large barge opposite Vedettes du Pont-Neuf (photo).







After a group photograph we split up and went our separate ways to carry on exploring the city at our leisure.

Over dinner in a delightfully typical little Parisian Bistro we decided to have our dinner. Steve always conservative with his eating habits had a well-done steak and chips, the girls decided to go French and have home made quiche Lorraine with a salad. I decided to go totally French with a homemade French Onion soup and Escargot. After a little gentle persuasion and to the delight of our waiter, I talked all of the others to sample just one snail. The girls were fine but Steve??? Shall we say he's not convinced they're edible and he required a couple of beers to help forget the experience?







### ***Day Three:***

Over breakfast we discussed our strategy for the day. We had to be at the Eiffel tower for 13:30 but the rest of the day was free. We decided to catch the Metro to Charles de Gaulle on the Champs Elysees and go on the roof of the Arc de Triomphe.

The weather was once again, superb and we enjoyed spectacular views of the city. What made it more enjoyable was, having cycled the city on the previous day visiting some lesser know sights; we knew exactly what we were looking at and could orientate ourselves much better. Here, I unfortunately broke my camera, so I am relying on others to forward some of their photos.

We walked down the Champs Elysees to the Eiffel Tower stopping at a little café for an excellent coffee.

At the Eiffel Tower we met with other members and having pre-booked the tour, we avoided (most of) the queues. Whilst we enjoyed views from the top and various other viewpoints, Steve and Lin went off to have lunch and explore the Trocadero.

After our individual experiences, Sheila and I met up again with Steve and Lin and walked along the Seine to the Musee D'Orsay where we spent a delightful few hours strolling around the various sculptures and works of art displayed there.

We then returned, footsore, via the Metro to the hotel to freshen up for the evening.

Over a beer we decided to return to the Champs Elysees for our final evening. We had dinner at the same café we went to earlier in the day. The waitress recognised us immediately and we were treated as regulars, lovely. Over a few beers and the odd carafe of red wine we spent a delightful evening reminiscing over our short but full couple of days.

As with the previous 2 evenings we returned to the hotel for a nightcap to find many of our travelling companions doing exactly the same. It appeared that even though everyone had aching legs and feet, they thoroughly enjoyed Paris. As some gathered in the bar and others went to their rooms the weather broke and it started to rain, heavily.

### ***Day Four, homeward bound:***

Following breakfast, we boarded the coach with the rain pouring down. Due to heavy traffic it took some time to get out of Paris but once clear, the rain stopped, the sun came out and we arrived at the terminal ahead of schedule and boarded an earlier train to Blighty.

Special thanks to Richard and Erika Dyke, Denny Purvis's guests, who are not PMA members but put me to shame by having the foresight to download and print off a copy of a Paris street map and the Metro plan for each traveller.

**There are two vital factors that affect the success or failure of any organised trip.**

1. The weather, we were so lucky it may have not been so warm at times but the sun shone through and the rain kept away.
2. The participants, their support, humour, attitude and demeanour. Not for a second did I worry on that score..... What a team..... Fantastic.

Chris Lunn



# JUNIOR FIREMEN - THE CLASS OF 1963

***In the late 1950s and early 60s with Firemen's wages very low, recruiting, particularly of those with academic qualifications, was difficult. Additionally, with the leaving age after "GCE's" at 16 and the entry age for Firefighters set at 18, qualified school leavers were taking up apprenticeships and settling into careers they were reluctant to abandon at age 18 to join the Fire Service. There was a dearth of candidates able to pass the written promotion exams and strong opposition to the introduction of two tier entry. Against this background moves were made nationally to introduce a Junior Fireman Scheme, similar in structure to the established and successful Police Cadet scheme.***

In 1962 the First Junior Firemen were recruited in Hampshire, Terry Hawke, Martin Nash, Martyn Cooke, and Dick Lindsay. The scheme was not very formal in structure in those early days and it was not until the 1963 intake that a formal and progressive induction and training structure was in place. Southampton introduced the scheme but Portsmouth, with an entry age of 20, did not.

So half a century ago, in August 1963, after written exams and interviews with DCO Bill Chadwick - 10 svelte, fresh faced enthusiastic school leavers reported to North Hill House, Headquarters to be kitted out in undress uniform with the distinct red band round the cap. Paul Chandler, Dick Lock, Eric Hounslow, Ian Warner, Mick Hurst, John Whatley, Dick White, Kev Clifford and Simon Rowley. The Starting Salary was £22 per month with a £1 6s 8p weekly subsistence allowance.

Squad Drill was taken at C30 Winchester by LFM. Ivor Beech, Father of Jerry - later a Hants Junior, and subsequently CFO of Kent. Regular P.T. and basic drill training was under the watchful and supportive care of Sub O Gordon Rackett who took some keeping up with on the regular country runs. The Juniors were allocated their own Pump for Drills, a decommissioned Dodge Barton (Ex- Hythe I think) with front mounted pump and two external seats on the back in what would have been the pump bay on conventional appliances. There was a bell push by the rear external seats, which we fathomed was for the surviving chap to alert the driver that his mate had fallen off!

There was a dedicated Police/Fire Cadet joint block release course for academic studies at Eastleigh Technical College where the Juniors and Cadets, with their smart appearance and income proved to be, what in today's parlance would be labelled "babe magnets" to the girls on the Secretarial, Catering and Hairdressing courses!



Eric Hounslow receiving his Duke of Edinburgh Award, having then completed his Junior Fireman course and now on Red Watch at Eastleigh. Early 1965.





Eric, assisted by Phil Griffiths identified those in the above photo as follows: Eric adds: It must be in 1965 as it covers the 1963 and 1964 entries of Juniors. Paul Chandler and myself went to Training School (Reigate) in Jan 65 as we were the oldest of the 63 intake, so are missing. Included are the intake years Back row L to R - Brian Pope-64, Dick Lock-63, Alan Nelson-64, Ian Warner-63, Philip Griffiths-64, Kevin Clifford-63, Mike Blake-64, Mick Hurst-63, Geoff Stone-64. Front Row L to R - Bob Britten-64, Dick White-63, Ron Ellerton, Alec Massie, Jim Venn, John Whatley-63.

Phil adds: The only surname spelling I am not sure of is that of Bob Britten. He left the Brigade, when the 64 intake went to TS at Reigate in October 66. The 63 and 64 intake had a formal programme for the two year course which I don't think, due to lower numbers, the previous intakes had. The next group, after ours, the 65 intake, were guys like Gerry Beech, Malcolm Lucas and Alan Hammond

Departmental attachments were arranged to all HQ departments, Workshops and Stores. Time was spent in divisions and on stations and whilst not allowed to ride pumps, the Juniors went to incidents in officers cars so got to see the "interesting" ones!

The process of converting "boys to men" was also aided by the attendance at Outward Bound Courses both at National Sea or Mountain Centres or the Police Cadets Training centre at Tile Barn, Brockenhurst. Juniors were encouraged to participate in the Duke of Edinburgh's Award Scheme and in high profile presentation ceremonies presided over by the Chief personally

The Juniors were subject to the traditional "induction" ceremonies and leg pull that pervaded the Service. Because of their youth and gullibility and in an environment where the workforce was still predominantly ex- Military and/or ex NFS, juniors mostly bore the japes with good humour.

The philosophy of the scheme - to provide promotion material without the introduction of two



### Pass-out Day - Sept 1971

Rear: Pete Howson Graham Dimmer Keith Weller Paul Rogerson Roger Bartlett Steve Greenaway  
Front: SubO Dick White ACO Dower ADO Ian Crosfield SubO Terry Hawke





## Summer 1971

Back: Keith Weller      Paul Rogerson      Graham Dimmer  
Front: Steve Greenaway      Pete Howson      Roger Bartlett

tier entry - was perhaps proven by both the early and later intakes. The 63 intake, bar Simon Rowley, went on to don white shirts and many, scrambled egg. Simon, known to many PMA members, left the scheme and became a photographer, fire engine enthusiast and exporter. Many of the Juniors later went on to participate in the Educational and Technical Training Course (ETT) at Eastleigh Tech. and the Accelerated Promotion Course which, perhaps has potential for future articles.

Although the thatch on the now 67 year olds is either absent or Silver, happily, all have survived to gain their Bus Passes and some are still gainfully engaged in the Fire business. Dick Lock and Simon Rowley are working in the Fire and Safety field. Paul Chandler with, what must be a record 51 years in uniform, is a Fire Safety Officer in Dorset FRS. Mick Hurst lives in a delightful village in the Irish Republic, Paul and Dick in Dorset. The remainder are still resident in Hampshire. The class of 63 will have amassed a host of memories, many not suitable for publication. All will remember being "Mothered" by both Mrs Grantham the HQ Cook, and by Bunty Pritchard, in those days the Accounts Clerk, who steadfastly guarded her "boys" and their welfare.

The attachment to the Workshops presented the opportunity to gain basic mechanical knowledge and learn of the need for store-keepers (Bert Smith) to treat the goods as their own. We were also to learn from the charge-hand (Charlie Dimmer) the most basic elements of the Anglo Saxon language! At age 18 the Juniors removed the Red Band from the cap (no longer mistaken for Sally Army!) and off to the infamous Reigate Training School - and those Hook Ladders up five floors! ... before station postings . Happy days!

Eric Hounslow



Ex-Junior Firemen,  
Steve Greenaway,  
Paul Rogerson and  
Keith Weller 1999



Alan Hammond  
receives his Duke  
of Edinburgh  
Award from CFO  
Ashill, 1967



'Bunty' Pritchard and some  
of 'her' ex-Junior Firemen

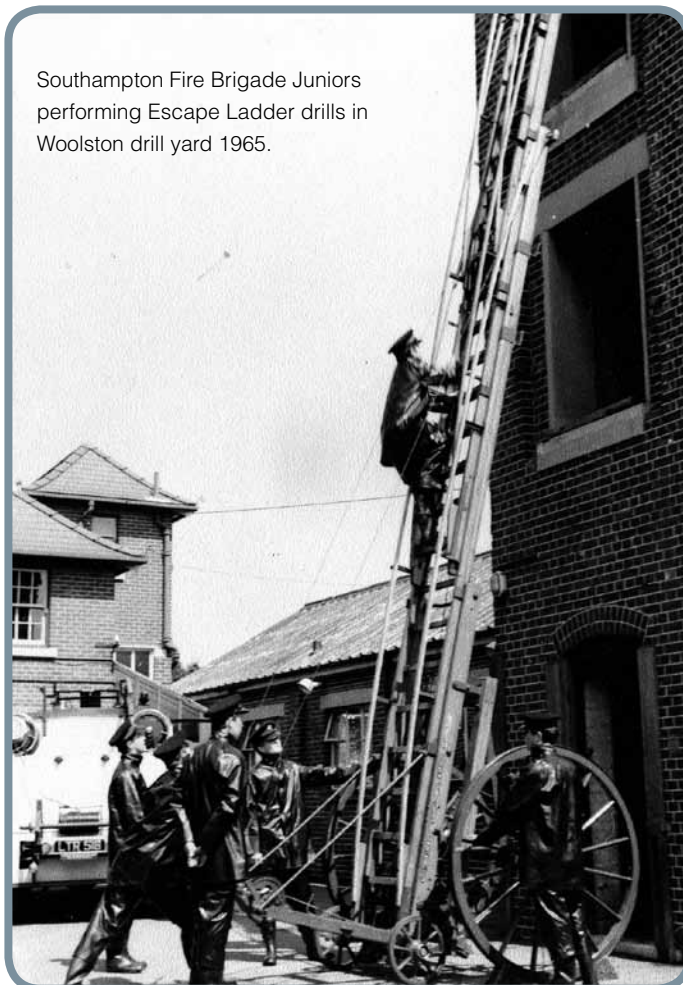


Pump Escape  
and Watertender  
used by the  
Juniors 1969





Southampton Fire Brigade Juniors performing Escape Ladder drills in Woolston drill yard 1965.



*Ed: The Southampton Fire Brigade also ran a Junior Fireman scheme – see photos above and to the left. Portsmouth did not. Anyone want to add to the ‘Junior’ dialogue and photos, HFS or SFB? Then there was the Accelerated Promotion Course, (I already have one contribution for the next magazine) and the ETT Course, I know that there are some stories and photos out there somewhere!*

thanks to Steve Greenaway and Alan Hammond for help with images

# 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.***

Hi Alan  
I can confirm the photo at the bottom of the page 18 in Issue No 16 was at the cross roads in Twyford, outside the Post Office in 1975. I recognise Terry Craven, John Barrett, Dave Cousins, Trevor Stacey, Bob Fleetwood and Floss Wooten the lady by the sign. She died last year aged 88.

Regards Bob Amos Ex-Twyford

***Ed - Is that Ray Cousins assisting the casualty?***

Hi Alan

I think that I can help with the questions asked in the letter about the Churchill Plaza fire in Issue No 16.

Firstly Frank Harris has given, as you would expect a brilliant account of the incident at Churchill Plaza Basingstoke, on the night of the 16th April 1991.

In that article he makes mention of the BA crew who assisted both him and Phil Phillips, to fresh air, following a mains electrical failure, which not only lost the electrical supply to the staircase positive pressure system, but also rendered the Fireman's lift supply inoperative, the BA crew who lead them out by sharing our CABA face masks, was myself and Steven Oliver, both from A5 Alton, I believe that the Firemen that were stuck in the Fireman's lift were from A10 Odiham.

I hope this will be of help.

Kind regards  
John Peters Ex-Alton

Hi Alan

I really couldn't let the moment pass by without commenting on the sad passing of Mick Kernan. In my opinion Mick was a real 'Fireman'. I have fond memories of, probably his first few weeks, in the Brigade after his transfer from Coventry. I was a probationer at Copnor and he took us for open water drills - not my favourite drill. I didn't worry about open water pumping from that day. He just had manner that got through to me, fond memories.

Regards  
Steve Paine, Australia.

***Ed - Mick's funeral in Chipping Camden, in the Cotswolds, was very well attended, filling the small church. Well represented were past colleagues from Hampshire, Coventry and the College. Amongst the solemnity that funerals bring, a family tribute told a good deal about his life and amusing stories about him. One told of him being injured at an incident whilst a leading Fireman at Gosport. One being taken to the hospital, picturing as we all can that he would have been in fire kit and probably fairly dirty and smelling from the fire, to be asked by the medical staff what his occupation was, as they completed the paperwork! "Male Model" was the droll response from Mick!***



Ex-Coventry colleague, Phil Consadine



Hi Alan

Whilst holidaying in the Philippines recently, Debbie and I took a walk, from where we were staying in Manila, to a place called Binondo. This is the Chinatown area of Manila, apparently populated by ethnic Chinese since 1594. It was for no other reason than to have a look at the sites that accompany any holiday.

What was amazing (for us) was the discovery of a strategic (and not so strategic) placement of all manner of fire appliances in the many roads and lanes of this very busy and hectic place.

What amused me about the first photograph, was the guy sleeping on the front fender, it almost conjured up the idea of a competition to determine, who of the firefighters we know, it could have been? The message on the side of the white appliance also I thought was a wonderful thought for the community.

After further research I found these appliances, although privately owned, were crewed by the 'Binondo Paco Volunteer Fire Search and Rescue Brigade' (quite a mouthful) and funded through private contributions from the Chinatown business community. They purport to be the earliest volunteer group in the country and emblazon the words 'Proud to be kaube' whenever they can. I don't know what kaube means, but bet someone does!

A type of Mission Statement reads, 'We are a group of fools willing to sacrifice our time lives (their words) and effort to achieve our common goal. To make everyday a Fire Prevention Day and to help Filipino's save lives and property.' Probably the words 'Nobody beats the heart of a volunteer', takes the prize though!

Best regards

Steve Paine  
Australia



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

# The Northern Lights

***The Northern Lights (Aurora Borealis) is most likely on many peoples 'bucket list'. In February this year Kym and I spent a week at Torrasioppi Reindeer Farm near Mounia, Lapland in Finland and had the good fortune to see the lights on 5 nights of our one-week holiday.***

The lights of the Aurora generally extend from 80 kilometres (50 miles) to as high as 640 kilometres (400 miles) above the earth's surface.

On two of these occasions, the heavens exploded to give unbelievable displays, a description of this experience is hard to describe but it was awesome!

Before you dash off to book a trip on the back of our description and this article, beware some people never see them, whether you take a short or long trip to the areas mentioned below. If you take the trip we hope you see them - a chance of a lifetime.

We travelled with Aurora Zone the holiday included all meals and a variety of different activities including reindeer sleigh rides, snow shoe walks, cross country skiing, snow mobile and dog sleighs all of which gives you the opportunity to sit back and enjoy the ride or take the reins/wheel and drive. Great fun and a novel way of searching for the elusive lights. For more information visit their website <http://www.theaurorazone.com>

## ***WHAT ARE NORTHERN LIGHTS?***

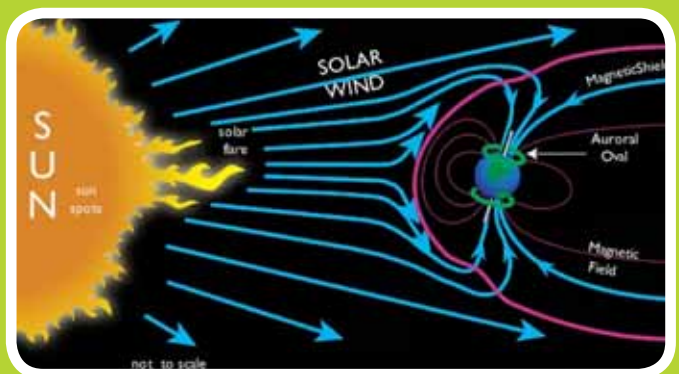
The bright dancing lights of the aurora are actually collisions between electrically charged particles from the sun that enter the earth's atmosphere. The lights are seen above the magnetic poles of the northern and southern hemispheres. They are known as 'Aurora borealis' in the north and 'Aurora australis' in the south.

Auroral displays appear in many colours although pale green and pink are the most common. Shades of red, yellow, green,

blue, and violet have been reported. The lights appear in many forms from patches or scattered clouds of light to streamers, arcs, rippling curtains or shooting rays that light up the sky with an eerie glow.

## ***WHAT CAUSES THE NORTHERN LIGHTS?***

The Northern Lights are actually the result of collisions between gaseous particles in the Earth's atmosphere with charged particles released from the sun's atmosphere. Variations in colour are due to the type of gas particles that are colliding. The most common auroral color, a pale yellowish-green, is produced by oxygen molecules located about 60 miles above the earth. Rare, all-red auroras are produced by high-altitude oxygen, at heights of up to 200 miles. Nitrogen produces blue or purplish-red aurora.







## ***THE SCIENCE BIT***

Temperature above the surface of the sun is millions of degrees Celsius. At this temperature, collisions between gas molecules are frequent and explosive. Free electrons and protons are thrown from the sun's atmosphere by the rotation of the sun and escape through holes in the magnetic field. Blown towards the earth by the solar wind, the charged particles are largely deflected by the earth's magnetic field. However, the earth's magnetic field is weaker at either pole and therefore some particles enter the earth's atmosphere and collide with gas particles. These collisions emit light that we perceive as the dancing lights of the north (and the south).

## ***WHERE IS THE BEST PLACE TO WATCH THE NORTHERN LIGHTS?***

The lights can be seen in the northern or southern hemisphere, in an irregularly shaped oval centred over each magnetic pole. The lights are known as 'Aurora borealis' in the north and 'Aurora australis' in the south. Scientists have learned that in most instances northern and southern auroras are mirror-like images that occur at the same time, with similar shapes and colors.

Because the phenomena occurs near the magnetic poles, northern lights have been seen in Britain but this is rare. Auroral displays can most likely be seen during the winter months over the southern tip of Greenland and Iceland, the northern coast of Norway, Sweden and Finland, they can also be seen in and over the coastal waters north of Siberia as well as Canada and Alaska. Southern auroras are not often seen as they are concentrated in a ring around Antarctica and the southern Indian Ocean.

Areas that are not subject to 'light pollution' are the best places to watch for the lights. Areas in the north, in smaller communities, tend to be best.

## ***WHEN IS THE BEST TIME TO WATCH FOR AURORAL DISPLAYS?***

Winter in the north is generally a good season to view the lights. The long periods of darkness and the frequency of clear nights provide many good opportunities to watch the auroral displays. Usually the best time on these clear winter nights to watch for auroral displays is around midnight.

## ***LEGENDS OF THE LIGHTS***

'Aurora borealis', the lights of the northern hemisphere, means 'dawn of the north'. 'Aurora australis' means 'dawn of the south'. In Roman myths, Aurora was the goddess of the dawn. Many cultural groups have legends about the lights. In medieval times, the occurrences of auroral displays were seen as harbingers of war or famine.

The Maori of New Zealand shared a belief with many northern people of Europe and North America that the lights were reflections from torches or campfires.

The Menominee Indians of Wisconsin believed that the lights indicated the location of manabai'wok (giants) who were the spirits of great hunters and fishermen. The Inuit of Alaska believed that the lights were the spirits of the animals they hunted: the seals, salmon, deer and beluga whales. Other aboriginal peoples believed that the lights were the spirits of their people.

Why don't you become an Aurora hunter, we had a dream come true they are wonderful time searching and thankfully finding this magnificent force of nature - happy hunting

Tom & Kym Carr



# Scrapbook Memories

Something to remind you of how things were in the past



Ex-AFS Green Goddesses and Austin Gypsy 'Reconnaissance' vehicles at in Redbridge drill yard in preparation for the looming strike, November 1977



Recruit Passout Parade at Eastleigh Fire Station and very smart, classic 'Firemen' look as well. Sub Officers Bendall and Barnes at the front. R2/77?





'RTA' involving a Thames  
Trader lorry, Micheldever,  
20 January 1966

Winnall School 19 December  
1964. Obviously great  
excitement for the  
children.



Winchester's Bedford Pump  
Escape in the background,  
'Proto' BA being worn.





# HFRS Happenings

## ***FLEET***

The two Land Rover L4P's built by Emergency-One were expected to be delivered in early August, allocations are provisionally Eastleigh and Fordingbridge. Two further Land Rover's, an Iveco Daily 4x4 for conversion into a second Wildfire Unit (H4T) will be ordered shortly. Plans are also being drawn up for a number of replacement Water Carriers.

The Foam Response Unit Pod's mentioned in previous reports should be on the run by the end of September. Both were built by WH Bence and fitted out by Fleet Maintenance and will be stationed at Eastleigh and transported to incidents by one of the MAN (New Dimension) Prime Movers. Once these are operational the last of the Iveco Cargo MRV's will be withdrawn from service.

The former St Marys and Redbridge SEU, Volvo FLH250/ Emergency One (UK), HX56 RGO has been converted into a replacement Search and Rescue Unit for the USAR Team based at HQ. The vehicle has had a new box body built by Solent Bodybuilders and internal stowage completed in house at Hampshire's Fleet Maintenance Centre.

The contract for the supply of five Light Rescue Pumps based on Volvo FLL250 12 ton chassis had not been awarded as this report was being compiled.

Plans are starting to be drawn up for a replacement Incident Command Unit.

## ***INCIDENTS***

22 June – Make Pumps 5, Fire destroyed All Saints Church in Fleet. Attendance WrT Fleet, RP, WrL, WrT and CSV Rushmoor, WrL Hartley Wintney, ALP Whitley Wood (Royal Berks FRS), ICU.

19 July – Make Pumps 6, Industrial Unit, Hill House Hill, Liphook. Fire destroyed a single storey industrial unit. Attendance WrL Liphook, WrT and WrC Bordon, RP Petersfield, WrT Alton, WrL Haslemere (Surrey FRS), WrL Midhurst (West Sussex FRS), WrT Cosham, CSU Eastleigh.

20 July – Derelict social club, Warren Avenue, Southampton. Fire destroyed a former social club. Make Pumps 6, 2 ALPs and 2 WrCs. Attendance RP and RSV Redbridge, WrL, WrT and ALP St Marys, RP, WrC and CSU Eastleigh, WrT Totton, WrL Romsey, WrC Lyndhurst and ALP Southsea.



## GENERAL

New style “layered approach” PPE is on trial at numerous stations around the county. The PPE consists of over trousers similar to the current specification and two tunics, one for general use which is orange in colour with a second layer for “fire fighting” use in traditional Nomex dark blue colour in favour of the recently issued (and mostly disliked sand colour). For more information take a look at the Bristol Uniforms website [www.bristoluniforms.com](http://www.bristoluniforms.com)

Also on trial is the new specification Gallet fire helmet. As most of you know the Gallet F1 was introduced in Hampshire FRS in 1997 and has proven to be a firm favourite with crews. The emphasis on regional working saw the Rosenbauer Heros Extreme helmet start to be introduced a couple of years ago, however the new Gallet F1 XF is a firm contender for a replacement for the original Gallet F1 hence the trials. It is hoped a decision on which helmet and PPE will be purchased will be made very soon.

Other equipment in the pipeline include body worn cameras, aerial observation units and new fire ground radios.

### Colin Carter

Guest Contributor



## Other happenings...

***Well, the biggest change programme to hit the Service in Hampshire since 1974 continues apace and there will be many months to come reshaping what those of us who are no longer serving grew up with or recognize.***

The largest changes in the way that the service will be delivered in the future have yet to be revealed in any final outcome. The initial round of discussions with stations and departments have happened and as a result of feedback it seems, that initial proposals for a number of stations are being further adapted. Community Safety may result in a completely new model than that originally proposed.

Lots of speculation and rumours fly around, as is inevitable with something like this, but there will be without doubt some radical changes to types of response, types of vehicles, duty systems and the general approach to delivering protection to the community. It seems that some form of Consultation will run from 14 September until 4 December and engagement will be made with Hampshire residents, HFRS employees and ‘a range of other key interest groups and stakeholders’. Quite how this will be organized and how many people will be invited is not clear at this time. How each station functions, how it is crewed and what assets are available behind the doors for response is something that the public will learn about in time. The Fire and Rescue Authority will be asked to sign off any final proposals at its meeting on 24 February and implementation is said to commence in April 2016. Expect it all to look and feel different over the next 12 months.

Hampshire is not alone in its review of how things are done today and how they may look in the future. The decades of a fairly common use of vehicle types by name, duty systems and approach to community protection, all born mainly out of the national Fire service years plus decades of local delivery to national, sometimes prescriptive, standards, overseen and monitored by a Fire Service Inspectorate and subsequent Government level involvement, together with national conditions of service, monitored and challenged by national policies of trade union organisations, are fading fast by the look of it.

The use of an ultra-high pressure lance firefighting system known as COBRA, seems to be very high on the agenda for future firefighting techniques and is being trailed by HFRS. Basically a mixture of water and a cutting agent, being ejected through a special lance and nozzle, at ultra high pressure, and capable of being thrust through walls to extinguish a fire.

The Compressed Air Foam System, CAFS placed on HFRS pumps over the past 5 years has not worked out as perhaps anticipated and the dedicated hose-reel will be removed and replaced by a regular water hose-reel whilst keeping the methodology to deliver through regular delivery hose.

Operational ‘Service Orders’ are being aligned with the National Operational Guidance Programme to provide common guidance and terminology for all ‘Blue Light’ Services, with a National Incident Type List having categories and defines Operational Guidance, Additional hazard and Information Sheets and adoption on arrival of Control Measures, Common and Incident Specific prompts together with Supporting Information.

There has been a great deal of work over recent years to integrate better the terminology and approach of all emergency response service and joint working for control of incidents, sharing of information and interoperability.

Other projects include the use of Body Worn Video, as increasingly use by the Police, Aerial Observation Units, (drone technology), replacement of the old technology incident ground radios and the future development of the Incident Command Unit.

The Wiltshire control room is now operating with the new 'Vision' mobilizing system as purchased jointly between Hampshire Wiltshire Dorset and Devon and Somerset FRS's. Dorset will of course now be amalgamated with Wiltshire as from next April so that altered the original modeling slightly. This is the start of borderless mobilising and adoption of a common approach, with each control room capable of handling calls for the other partners forming the Networked Fire Control Services Partnership, (NFCSP) Elsewhere in the country 'Fire Control Services' have become a separate jointly funded/owned provider.

New fitness standards will require operational staff to complete two fitness assessments each year. One being a treadmill test, the other involving tests for blood pressure, Body mass index, Body fat levels, waist measurements and waist to hip measurements – with different scales used for men and for women. Anyone failing the Chester treadmill test, or being regarded as 'morbidly obese', will be taken

off operational duties, given advice and retested every four weeks for up to eight weeks for aerobic failure and every four weeks for up to 26 weeks for body composition. After that, further action may be considered.

The work to bring the Police in to occupy part of the Headquarters complex has begun. An area of the car park now has a significant two-storey office accommodation block and selected staff are being moved there temporarily whilst the stage 1 works begin to transform parts of the internal areas of the building. The displaced people will then be moved back into their new areas of working and the next movement of people will be moved into the temporary building ready for the next stage of demolition and rebuilding.

It will be a massively changed working environment for those within the building once the work has been completed. The main Reception has temporarily been moved to the side of the building, where the addition was placed some years ago joining that wing of the building with the Training Centre. A massive de-cluttering and disposal of unwanted paperwork and general 'stuff' has taken place and people in the future will not have the office or personal storage space that they once enjoyed. Quite a bit of comment being made about this aspect as you may imagine! An Estates Transformation Team brought together for the whole project, some of whom have never been part of HFRS, is managing the whole thing.



***The temporary accommodation alongside the side-wing of Headquarters, with the the temporary reception in the side door of the original building. Note the roof solar panels.***





***Circa 1971/72***

# Past Times

## ***Focus on Stockbridge Fire Station***

***The first fire engine in Stockbridge was a Merryweather horse drawn manual, purchased in 1897 to commemorate Queen Victoria's Diamond Jubilee at the price of £109. In December 1897 the Jubilee Committee appointed a Sub Committee to take charge to the fire engine.***

In November 1898 a sale of work held in aid of the fire engine fund and the balance of the cost was paid to Messrs Merryweather. The Jubilee Committee remained responsible for the fire engine for a while as the parish Council as unwilling to take on that responsibility. In time, the Stockbridge Volunteer Fire Brigade was formed, consisting of a Captain and 8 firemen. A borrowed horse when needed would draw the engine, which was housed behind the Vine Inn. The firemen were turned out by the sounding of a bell hung at the Town Hall. A further re-organisation of the brigade took place in 1924, following some criticism of its organisation and efficiency. The Merryweather was not disposed of until 1940.

The Volunteer Fire Brigade then became part of the Romsey and Stockbridge Rural District Council Fire Brigade, as a result of the Fire Brigade Act 1938, before being transferred

to the National Fire Service on 18 August 1941 when it became station B1V of 16 Fire Force, later, in 1947, being re-designated station A21 of 16 Fire Force, before becoming station 34 in C District, (later Division) on the formation of the Hampshire Fire Service

The NFS constructed a new 'Speaker Bay' timber construction fire station on land, fronting the High Street, requisitioned in October 1942.

Bedford TK Wrt 904 GOT, was lost on 3 September 1964 whilst attending burning stubble at Beech Farm, Nether Wallop.

The cause was attributed to the hot exhaust setting fire to dry stubble beneath the appliance and then to the petrol fuel line of the appliance. It was less than 5 months old!

A Drill Tower was built for the station in 1959 for training, siren and, drying hose.

The current fire station opened on the site of the previous 58-year-old station in 1964, built by Messrs Bartlett and Gilbert Ltd, at the cost of £11, 641.9s. 1d. It was constructed under the 'SCOLA' system, to add to similar SCOLA-built station at Grayshott and as planned for Horndean. The local Parish Council were against the building of a new station stating that, 'one or two ex-Firemen, on the Parish Council, were of the opinion that a new Rest Room for the existing fire station would be quite sufficient'! It was further suggested that 'new council flats and flats for old people were badly needed in Stockbridge instead'

SCOLA was effectively a mass-production building scheme working off the same set of plans, very popular for local government buildings in the 1960's. The tower and concrete yard area, built behind the previous station, was retained for continuing use.

Bedford TK Wrt 904 GOT, was lost on 3 September 1964 whilst attending burning stubble at Beech Farm, Nether Wallop. The cause was attributed to the hot exhaust setting fire to dry stubble beneath the appliance and then to the petrol fuel line of the appliance. It was less than 5 months old!

Today, Hampshire Police have an office based within the station.



***Stockbridge Wrt and crew April 1952***



***Forton, Long Parish 12 Nov 1977***



***Bedford TK issued to station  
in July 1966***







*Haydown Farm, Middle  
Wallop 22 June 1958*

*2015. looking more closed  
in that in the 'Sixties*



*Rookley Manor, Kings  
Somborne, Lightning  
strike, 1961*

*Stockbridge crew.  
Anyone able to date?*





*Bedford issued November 1976*

*Awkward! Bedford TK issued April 1963 and lost in a stubble field fire, 3 September 1964*



*Station in use as a rendezvous point for AFS Exercise 'Bristol', 27 July 1957*

*July 1950, 'Speaker' style station as built by the NFS*



*1965*



# Snippets

Bob Streeter wearing his 'special' hat, for his 20 year medal presentation. Originally the winner of the school Easter Bonnet competition, Bob proudly shows off his award! Sorry Bob, I cannot tell you who sent me this photo, (but it was Dave Yaldren).

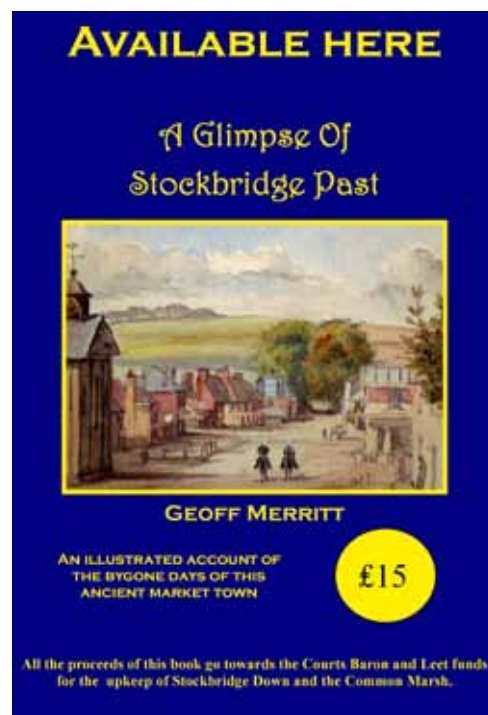


## Diary Dates

To enable you to make diary space in your diary for future PMA events, you may wish to note:

- **October 25, Sunday Lunch and Skittles, West Wellow Golf Club**
- **December 10, Xmas Dinner, East Horton Golf Club**
- **January 30, AGM and Social Function. Venue and details to be advised.**

The visit to Southwick House and afternoon tea in July, our Bar Closing event in August, the trip to London in September have all been sell out events and we apologise to anyone we had to turn down. Early request for places at all of our events is advised as all have some level of maximum numbers. Remember: anyone who has not paid their annual subscription may be refused in favour of others or be asked to pay the non-subsidised price.



**Geoff Merritt, PMA member ex-member of Stockbridge fire station has written a book about Stockbridge. Including a chapter about the fire station.**

Having worked in Stockbridge for almost 50 years, Geoff has, for over 40 of them, been collecting postcards, photos, news, anecdotes and memories all about Stockbridge. Now he has put them together in a book, which is supported by the Court Leet.

There are pictures on nearly every page and you will find chapters on the railway, its closure and the demolition of its huge bridge, as well as the building of the roads and roundabouts that replaced it. More pictures show the demolition of the River Test's old bridge and the building of the new one. You can also learn about the old Workhouse, the floods, the ancient pubs and inns, carnivals and Stockbridge at war

The book is on sale in various outlets in Stockbridge, including The Co-op, John Robinson's, Broughton Crafts and the Body Barn. The price is £15 per copy, with the proceeds going towards the Courts Baron & Leet's fund for the upkeep of Stockbridge Down and the Common Marsh.

# Moving on to Pastures New

John Leach  
10/04/2015  
Firefighter (Retained)  
Basingstoke  
26 years

Toby Simmonds  
17/04/2015  
Firefighter Hightown  
23 years 3 months

Gary Pesquero  
20/04/2015  
Watch Manager Rushmoor  
30 years 3 months

Kyle Beardsley  
20/04/2015  
Firefighter (Retained) Rushmoor  
20/04/2015

Richard Tan  
21/04/2015  
Firefighter Rushmoor  
13 years 7 months

Lesley Clarke-Round  
10/05/2015  
HR Support Manager  
Headquarters  
10 years 11 months

Simon Miles  
01/05/2015  
Firefighter Horndean  
18 years 11 months

Mick Crennell  
01/05/2015  
Temp Assistant Chief Fire Officer  
Headquarters  
23 years 11 months  
(On appointment to DCFO, Mid and West Wales FRS)

Ruth Buckley  
Manager, Risk Intelligence Team  
Headquarters  
30 years 9 months

Clayton Groves  
04/05/2015  
Firefighter Yateley  
12 years 5 months

Trevor Baker  
14/05/2015  
Watch Manager Portchester  
45 years

Daniel Moors  
29/05/2015  
Firefighter Ringwood  
15 years

Andrew Weeks  
01/06/2015  
Firefighter Bishops Waltham  
13 years 8 months

Lee Mackenzie  
01/06/2015  
Firefighter Liphook  
14 years

Paul Whiley  
01/06/2015  
Firefighter Waterlooville  
24 years

Jason Gilbert  
05/01/2015  
Firefighter (Retained) Eastleigh  
17 years 6 months

Carl Roberts  
06/06/2015  
Firefighter (Retained) Fareham  
30 years 1 month

Gordon Rodwell  
08/06/2015  
Watch Manager Hightown  
27 years 5 months

Colin Rich  
12/06/2015  
Firefighter Droxford  
16 years

Les Giddings  
19/06/2015  
Crew Manager Gosport  
35 years 5 months

Sara-Jane Stevens  
28/06/2015  
Watch manager Control  
15 years 6 months  
(On being ordained into the Church of England)

Paul McMillan  
08/07/2015  
Firefighter Basingstoke  
30 years

Joseph Mahoney  
13/07/2015  
Firefighter Andover  
13 years 2 months

Vaughan Martin  
13/07/2015  
Watch Manager Community Safety  
27 years 3 months

Sean Chrisp  
13/07/2015  
Firefighter Gosport  
30 years 2 months

Karen Slater  
18/07/2015  
Administrator Headquarters  
20 years 6 months

Marin Walters  
20/07/2015  
Group Manager  
Rushmoor & Hart Group  
25 years

Trudie Smith  
31/07/2015  
Marketing and Communications  
Headquarters  
31 years 6 months

Martin Smith  
03/08/2015  
Firefighter  
Bishops Waltham  
11 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:*

**Edward 'Ted' Doyle**

March 2015  
Aged 91

Ted served at Fareham, retiring as Retained Sub Officer in 1979

**Ernest 'Ernie' Middleton**

April 2015  
Aged 81

Ernie originally joined the Southampton Fire Brigade and retired as a Fireman in 1988, having served at the Docks, Woolston and Redbridge.

**Ian Farminer**

On 12 May 2015  
Aged ??

Ian served in Driver Training at Headquarters.

**Mark Butler**

On 16 June 2015  
Aged 48

Mark served at Kingsclere and retired as Watch Manager in 2012

**Michael 'Mick' Kernan QFSM**

On 2 July 2015  
Aged 74

On leaving the Royal Marines, Mick originally joined the Coventry Fire Brigade in 1968, transferring to the Hampshire Fire Brigade in 1974, serving at Portsmouth City stations, Gosport and the Training Centre. After a period of secondment as an instructor at the Fire Service College, he retired to become part of the permanent staff at the College as ADO Staff Officer in 1990, before final retirement from that position. Mick continued to be the College Historian until his passing.



***Lest we forget***

**Visit to Southwick House, with viewing and talk on the original D Day planning map and afternoon tea. A sunny day enjoyed by 58 PMA members.**



Southwick House – the Headquarters for 'Operation Overlord' and 'Operation Neptune'. The house and its large estate, originally the family home of Colonel Evelyn Thistlewaite, was requisitioned during WW2 and has been in the hands of the MoD ever since, having been the home of HMS Dryad for many years and now the occupied by MoD Police and some Hampshire Constabulary teams.



A truly worrying thought – the Fire Service planning D-Day!!



The original map used to plot the movements of ships, men and equipment across the English Channel on D-Day, 6 June 1944. The map was produced by Chad Valley Toys, during the secret planning lead up to the launch of the operation. To avoid any chance that the target landing beaches being revealed, the toy company were tasked with producing a much longer target coastline, right up Norway. After installing the actual coastline required, the toy-maker representatives were kept as the guest of the Allied Command as guests at the House, until after the invasion force sailed.



PMA Members, like a class of good schoolchildren, (or not as the case may be – there is always a naughty 'Malcolm' isn't there?), listening intently to the history of Southwick House and its role during WW2