

STOP MESSAGE

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



www.xhfrs.org.uk



**‘Building Well Alight’ – the Silhouette Club,
St Michaels Square, Southampton, 1 August 1988.**

INSIDE



OO LA LA!

*Catch up with the
fun and french folics
with the PMA gang!*

ACCELERATED PROMOTION

*Roger Green reminds us of a
forgotten era*

PAST TIMES

*Focus on Eastleigh
Station and
Training School*

SO, LETS TEST YOUR MEMORY ON THESE
SCREEN GRABS FROM OLD TV ADVERTS !



ANSWERS

1. BT 1990's 2. Cinzano 1978 3. Guinness 1999 4. Nescafe 1990 5. Electricity Council 1990's 6. Cadburys 2007

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Magazine contributions sought and gratefully received.

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'Make pumps 10, Hydraulic Platform required'. The Silhouette Club was a well known casino and nightclub squeezed in between buildings of great historical value in one of the oldest parts of the City, presenting crews with a difficult challenge in containing the spread of fire.

STOP MESSAGE



Welcome from the Editor



The Summer such as it was has come and gone and we know by now that Xmas is on its way, seemingly before the Autumn has begun and Halloween has passed if the displays and sale items in the stores are anything to judge by! Either its just perception as one gets older or it really does come around more quickly these days. I do though miss the early firing up of the ovens in 'Mr Kiplings' next door to Headquarters to bake the mince pies. That aroma always told you to prepare your Xmas list.

Those of you who follow what's happening in 'the old outfit' will know that we have now entered a public consultation period regarding the future shape and methods of service delivery by HFRS. Big changes are the likely outcome and you can get more information or indeed have your say until the consultation closes on 4 December. You can request a paper copy of a questionnaire or complete the same online. Details on the HFRS website www.hantsfire.gov.uk or email asaferhampshire@hantsfire.gov.uk You can also attend one of the remaining public meetings as below in Southampton - 9 November, Portsmouth -11 November, and Gosport -18 November, at addresses and times with can be obtained from HFRS.

No closures of fire stations – within the current proposal, but what sits behind the doors in terms of vehicles by type and number and the type and level of crewing could be very different to what has existed in the past; personnel being referred to as 'Immediate' and 'On-call'; the introduction of 'Flexible', (demand led) crewing, and 'Activity Based' crewing with the subsequent reduction in both the wholtime and retained personnel establishment; response vehicles being categorized as 'First', 'Intermediate' and 'Enhanced'- basically, small, medium and large firefighting capability. Predicted savings of around £3million, depending on which of the two proposed options is finally adopted. Option 2 being around the crewing at Havant, Gosport, Winchester and Andover, (having only 2 wholtime 'Immediate Response, firefighters at night – yes a bit like the old days of the 'Day Manning' stations having an 'Immediate Response' crew for the Rescue tenders!

Anyway, watch this space as they say, or even have your say a member of the public. This is the biggest change, I would suggest, since the County service was formed in 1948, including the changes of 1974.

Until the next time ...

Alan House



Allo Allo Paris Trip 2015

It was an early start as we boarded the coach from Eastleigh Fire Station and headed towards France. It was a fairly uneventful journey with pickups from various locations in Hampshire as the intrepid 20 or so British fire fighters and their Mademoiselles made their way stealthily towards the French coast and on to the city of Paris.

As dawn broke and a blue sky appeared everyone settled down and it was not long before the usual banter started. I knew we were in safe hands as besides having a good crowd to be with I noted the "Dockmaster" of Portsmouth was on board. (DP) and confident that if the tunnel developed a leak - he would surely save us from any impending doom - as I remember the antics well from our recruits course and certain events which are still under the 50 year rule.

DAY 1 – We spent Monday travelling, grabbing a quick sandwich along the way. The tunnel proved to be an experience for those who had not used it before and with good advice from some to "look out for the fish" or "did you see the frogman" we surfaced some 28.5 minutes later on foreign soil. We arrived at the Novatel Paris La Defence 15.30ish and after a reasonable checking in time off we all went to our rooms for a refresh with the intention for all to meet for a welcome drink at 16.30. A nice glass of rouge (or two) I thought will set the scene for the evening. Alas not so but the soft drinks and peanuts were welcome.

After a chat from Chris we all set off in different groups to explore the local area and find a bistro or restaurant for some decent French cuisine – for the brave one who tried the escargot (yes it was ONE) It is an experience to be relished (maybe) Just isn't British to eat slugs from the garden, garlic butter or not.

Four of us (DY JY NF RF) headed down Avenue Charles De Gaulle looking for a place to sample the local delights and after several debates as to where to eat we settled on The Grange Bistro, not because we knew what the food was like but simply because the ladies liked the red tables and chairs!! A good choice it was too. The ambience was typically French, the food good and so was the

company plus a few French friends we made along the way. I have not spoken of the wine again as it must be taken for granted that by now we had sampled a few glasses. As we were sitting down to eat, Malcolm Eastwood stuck his head through the front door and asked about the quality of food. We gave the thumbs up sign and his party of four came in. Not wishing to repeat myself, some ten minutes later Peter C and his group walked passed caught my eye and the rest is history. The desserts in this bistro are to be had not once but at least twice... and some did.

DAY 2 - An eventful day. We spent a fair bit of time the previous day discussing the best way to get into the heart of the city. The merits of the Metro were discussed at length and it was mutually decide that rather than spend time using the coach to a central drop off point it would be easier and quicker using the Metro and so after breakfast we all set off in the direction of the nearest station entrance. For the four of us and several other groups this proved to be quite an experience. No station staff could be seen anywhere to ask for some much needed aide. Maybe they had been warned that ze British were coming....

The queue was not a particularly long one at the auto ticket machines, about ten people ahead of us. AND THEN we were let loose on the machines. One of our groups attempted to get their tickets. All went reasonable well, that is until payment time and the card was rejected time and time again. It took a few minutes to realise that the machine had a max limit of €100 and the six tickets exceeded this amount. A repurchase was made of two and four tickets and with a sigh of relief from the now slightly longer queue they were done and it was our turn.

As we had closely observed what was going on we did ok...that is until we tried to go through the barrier...we had been joined by another couple who shall remain nameless so as to protect the guilty. Our four tickets worked well and we went through the turnstile and barrier with no problems. In the next group one ticket worked and one did not and time and time again the ticket holder tried to get through but to no avail. Drastic measures were now required as time was getting on and it was suggested to the ticket holder that the station EXIT barrier was used to gain ENTRY to the station. Wot a mistaka to maka. Imagine The turnstile turning in one direction only – the wrong direction and then the barrier closes



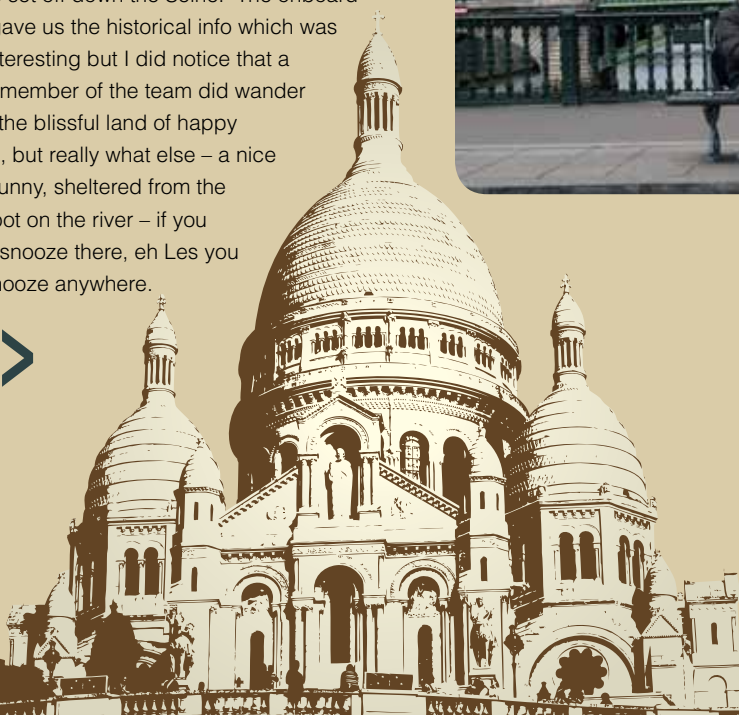
behind you and locks and traps you in a standing position in between and betwixt in a very confined space. Your options are to climb over the stile but cannot do so as you cannot get your leg over!! Do a shimmy down, bend and twist your way to a position under the stile and limbo your way out. (All this and not a single expletive was uttered) Well done AH. And after some 30 minutes or so off we all went for a jolly day in the city and hopefully an uneventful boat trip on the Seine.



We spent the rest of the morning wandering around the centre of Paris on a lovely warm sunny day. Visited a number of off the beaten track markets and other places of interest and then it was lunch time. Found one of the best Al fresco eating places you could wish for. Pont de L'Archeveche - had lunch on a bench in the middle of this bridge which involved a humongous cheesy hotdog which JY and DY enjoyed. The rest of us had a pizza and I had meagre double take of Mexican sandwich (what! what else in Paris).



The boat trip was well organised and dead on time we set off down the Seine. The onboard guide gave us the historical info which was quite interesting but I did notice that a certain member of the team did wander off into the blissful land of happy dreams, but really what else – a nice warm sunny, sheltered from the wind spot on the river – if you cannot snooze there, eh Les you can't snooze anywhere.





The trip was well worth doing...but it was now getting on for rouge time (again).

As we made our way back to the nearest Metro station, stopping along the way for some liquid refreshment and a croissant (Croissant n red not bad) news came in of a further incident on the Metro whereby a certain lady didn't limbo through the turnstiles but chose the alternative method of, well not quite dancing on the table but let's say tip toed on the turnstile. Well accomplished I am told. No names here as I might get run over by a cool looking car)

The journey back to the hotel was quite uneventful except that I forgot to mention that during the stop at our watering hole in the morning I lost my wallet which must have fallen out of my pocket whilst we were map searching – well done the French waiter for his honesty.

Hotel, coffee, shower etc and out again for some evening entertainment.

Food wise we decided to return to our previous nights Bistro as the food and atmosphere were so good. Sure enough Henri, the same waiter as the night before found us a table and we ordered more good food and wine. Some twenty minutes into the meal and a tap on my shoulder revealed that PC and his group, who obviously came to the same conclusion as us wanted some more good food and entertainment. It was no surprise to me therefore that when we looked at the desserts offered we were told that "ALL ze lemon meringues had been "reserved by ze British on ze other table" We found a most suitable alternative in a very rich chocolat mousse complimented by Henri's mother gesture of a free pitcher of vin rouge thanks to group ME and PC's patronage. The evening saw as back at the hotel for a night cap or two at the bar for an end of day JD and a chat.



DAY 3 - After a reasonable breakfast (Not quite up to Saturday morning breakfast standard at C30) we all set off once more into the city. This time the Metro was tackled without incident and we were soon at the Champs-Élysées. A gentle stroll took us through this lovely avenue which is dedicated to Greek Mythology... It's just over one mile long with plenty of must see shops, restaurants/cafes/ hotels / chocolate shops etc. Yet another stop for some liquid refreshments (Nice drop of Merlot) and a coffee at a bistro complete with those red tables and chairs before we continued our journey towards the Eiffel Tower. We had a bit of time at the base of the tower and evidently it was ice cream time, for some at least....



As Chris wisely pre booked our tickets for the ascent we did not have long to wait before we were on the way up and up and up. It was a clear day so the views were spectacular. Many photos later a glass of champers and all the way down to head towards our next destination.



Back on the Metro we went and headed for Montmartre/ Sacré-Cœur. On to the streets of Montmartre. Visiting a "few" shops along the way and enjoyed watching the artists in the square practising their artful skills and transferring images onto a blank canvas.

Ron Fenech

To be continued...



Paris

Le timbre-poste

The Hartley Wintney gang pose for a piccie!

Accelerated Promotion – a forgotten era

Following on from the article in the last edition of Stop Message, the memories of one who completed another of the fire services forgotten past – the Accelerated Promotion Course is given below.



Accelerated Promotion Course – AP171

Although the Portsmouth City Fire Brigade supported me for the course, it was not actively promoted in the Brigade. This might well have been because of the difficulties facing a small County Borough Brigade in absorbing a Station Officer on completion.

I was a Sub Officer at Cosham and promotion was of the 'Dead Man's boots' variety. I knew nothing about the course until Station Officer Harold Longley suggested to me that I should apply. Harold was a well-spoken, extrovert character with a 'Flying Officer Kite' moustache, who drove a Sunbeam sports car. He also had a hip replacement but somehow got through the medical requirements to continue in the job!

Selection for the course was by written examination followed up by three days of interviews and practical exercises at Moreton in Marsh. This procedure was based on that adopted by the armed forces for officer selection. It was comprised of practical tests of the oil drum over a ravine variety and included psychological testing under the auspices of Sir Hugh Stephenson, short, round and friendly but very perceptive. Eighteen of us, from around the country, were selected. This included Martin Nash and Alan Wells from Hampshire.

I duly had an appointment with the Brigade Tailor for a uniform fitting. The epaulettes were adorned with red tabs which singled us out for derision by some.

Our course Director was Bruce Hogg. He was very proper in his approach and generally well liked. He must have learned something from me, as he was later ACO in Hampshire and CFO in Norfolk!

At the age of 31yrs, I was one of three older members whilst some were in their early twenties with very little operational experience. The practical fireground exercises were meant to compensate for this but were only partly successful in some cases.

The academic subjects included Maths and the sciences and liberal studies. I think that the Civilian Tutors were somewhat taken aback by our interpretation of Harold Pinter's "The Caretaker."

During the course we paid visits to various Brigades staying at each for a couple of days and producing reports on the information gained. Most mornings saw a session of squad drill, initially led by Bruce Hogg and subsequently by course members. These sessions weren't popular so were sometimes sabotaged. The course would march behind a drill tower, telescope and come out marching backwards. As with many courses much of the benefit was derived from mixing with people from other brigades and their "Battle Stories".

We were not universally liked! There was a fair bit of resentment from those who saw us stealing a march on their promotion chances. This showed itself when we played football against 'Junior Officer's' courses; they thought us soft and attempted to kick lumps off us. We had several lads who had played at a good level and one tame psychopath so we acquitted ourselves well and earned a little grudging respect.

The resentment did continue, however and I recall that, later on Bernard Harland told Alan Wells and myself that we had gained promotion by "back door methods"!

It's not easy to say how successful the concept was. The overall objective was to fast-track selected candidates, for senior rank and converts us into 'Officers and Gentlemen'. Perhaps an optimistic hope! Several of our number became CFOs, namely; Robin Curry, Jimmy Manuel and Pete Dale. Others made ACO. One or two, however, never rose above Station Officer. So, there was some success but it's impossible to know how things would have turned out without the benefit of the course.

My feeling is that I might have gained promotion within another Brigade and within the year's duration of the course but I have no regrets about attending as it certainly broadened my knowledge of things beyond Portsdown Hill!

Some of the others on the course remain firm friends.
Roger Green





1963 Happenings

A look back at 'C' Division OiCs meeting, (when there were four Divs) held at Winchester Fire Station, 27 March 1963, (given to me by Geoff Rackham), reveals the following:

In attendance were:

Divisional Officer Barnes - C Div HQ
Assistant Divisional Officer Sweet - C Div HQ
Station Officer Rye - C Div HQ
Sub Officer Langdown - C Div HQ

Station Officer Ellerton - C29 Eastleigh
Sub Officer Elford - C30 Winchester
Leading Fireman Phillis - C30 Winchester
Station Officer Shaw-Porter C31 Andover
Leading Fireman Barge - C33 Romsey
Sub Officer Turton - C34 Stockbridge
Sub Officer Spencer - C35 Sutton Scotney
Sub Officer Hankin C36 Alresford
Sub Officer Freemantle C37 Twyford
Sub Officer Lewry - C38 Botley
Sub Officer Butt - C39 West End

Apologies from Sub Officer Williams - C32 Hamble

(In these days, the Divisional Commander as the role was later termed was at DO rank. Eastleigh was then C29 and Hamble was C32. C Div HQ was at Winchester Fire Station).

Andover, it seems had won the District Final of the Retained Quiz and would represent the Brigade in the Southern Semi-Final to be held in Cardiff.

The Divisional eliminating events for the Annual County Competitions were to be held in Winchester on 29 and 30 April.

Two 'Bardic' safety torches were to be issued to each appliance, in addition to those issued for BA sets. (Only two sets per appliance then - with not every appliance having BA)

Concern was expressed over the number of appliances attending local fetes and Carnivals - much more popular within communities then of course.

Reversing of appliances and the Service Order 4/61 was discussed, with a pragmatic approach needing to be taken for movement of appliances by a single person, especially relevant to the 'Caretaker Firemen' on two pump Retained stations.

Other topics included Frozen Hydrants (this was the year of 'the big freeze'), radioactive Isotopes in Industry, Retained Drills Syllabus, Standard Tests, Divisional Officer's test calls and amendments to Retained recruitment forms.

The Division had been 'strongly represented' in the Table Tennis knockout competition. Botley has apparently defeated a team from Eastleigh in the first round.

Eastleigh had defeated Headquarters in the elimination contest in the darts competition and they would go forward to represent the Division in the Brigade semi-final.

Sub Officer Turton reported that the profits from the Stockbridge Ball had exceeded £70. The Divisional officer said this had been a most successful evening not only financially but also socially, and congratulated the station for the event and the contribution to the 'Ben Fund'.

A 'Derby Draw' was to be organised along the lines of the 1962 draw.

A Post meeting note gave the results of the Divisional Drill Competition

Winchester won Divisional Trophy, with the overall score of 19 points. Botley won the 'Botley Trophy' for the highest number of points for a One- Pump station.

Winchester won the 35ft extension ladder drill- slip and pitch, hosereel to the second floor and strike a target in 13.15 seconds. The Escape Drill was won by Eastleigh in 22.25 seconds. Health and Safety - which put an end to all of this, was not yet invented!!

Life seemed so simple then, and they did at least have OiCs meetings!

The structure of stations in 1963:

A Division - Headquarters at Aldershot
A1 Basingstoke, A2 Aldershot, A3 Farnborough, A4 Fleet, A5 Alton, A6 Whitchurch, A7 Grayshott, A8 Hartley Whitney, A9 Kingsclere, A10 Odiham, A11 Overton, A13 Liphook. (no 12 or 14)

B Division - Headquarters at Fareham
B15 Gosport, B16 Havant, B17 Fareham, B18 Petersfield, B19 Waterloo, B20 Droxford, B21 Hayling Island, B22 Wickham, B23 Bishops Waltham, B25 Horndean, B26 Emsworth, B27 Titchfield, B28 Portchester. (No 24)

C Division - Headquarters at Winchester
C29 Eastleigh, C30 Winchester, C31 Andover, C32 Hamble, C33 Romsey, C34 Stockbridge, C35 Sutton Scotney, C36 Alresford, C37 Twyford, C38 Botley, C39 West End. (No 40 or 41)

D Division - Headquarters at Lyndhurst
D42 Christchurch, D43 Lymington, D44 Hythe, D45 Ringwood, D46 Totton, Brockenhurst, D51 New Milton, D52 Burley, D47 Fordingbridge, D48 Lyndhurst, D49 Beaulieu, D50

You will note a number of station numbers different to that used after 1974.

Headquarters for the County was at North Hill House, Winchester, as was the Control Room, with Workshops being at Winnall.

Southampton, Portsmouth and Bournemouth operated their own Brigades within the geographical area of the County. There were also numerous Industrial and Military and Airfield Brigades with firemen and vehicles of various types, operating to protect their buildings and assets. The biggest being the multi-appliance and busy Brigade operated by the Esso refinery at Fawley.

Alan House

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.

More Memories of Churchill Plaza

At the time of the Churchill Plaza fire I was Sub O on White Watch at Redbridge Hill. On the evening of the fire we had a visit from a British Transport Police officer to take statements from three of us in connection with a suicide-by-hanging we had come across the previous week while looking at the former Redbridge Permanent Way Works, as a possible drill venue.

Someone had already mentioned about a high-rise job in Basingstoke and that calls were being received from some distance away. I can't be certain when the bells went down but I do know we had not had an evening meal at the time, possibly because of the BTP visit. I went on the WRL to standby at A1 when pumps were made ten and we were on the M3 a mile or two from Basingstoke when it went to 15. We were redirected and from memory were twelfth pump in attendance. Nothing was visible from the M3 and none of us knew where Churchill Plaza was until we caught sight of a spectacular line of flames issuing from upper floor windows, which was clearly visible from the ring road. I seem to recall that as we arrived Malcolm Whitehouse was being taken to hospital after being rescued following the window breakage referred to in the article.

Our first task was to investigate whether the small number of cars in the car park next to the building could be moved, but when glazing started falling around us we beat a hasty retreat and left the cars to their fate. Our next job was to set up a BA main control, which was not based on the A1 ET because I think that was still being used as incident control. We had barely set this up when my crew were told to don BA and I was one of three wholetime Subs sent aloft to set up bridgeheads in the three staircases. I was sent up the main staircase and I think Simon Purnell was BACO. One of the photographs shows a large group of BA wearers waiting to be sent aloft but there was also a queue of BA wearers on the staircase awaiting their turn to move up and book in at entry control. I don't recall how many entry control boards were in use in the main staircase but forward control was a busy place to be and the BACO was certainly kept on his toes.

At some time into the incident an over-the-border ALP arrived and finally extinguished the fire for us. Vince Barnes

(still serving at Winchester) had recently transferred to white watch from this OTB station and, being familiar with ALP operations, was loaned back to his former watch to assist. This was the first time I had seen a Bronto ALP at work, there being none in Hampshire at this time.

The job stands out in my memory as a good example of command and control. DCO Paine set himself up beside the incident control point and seemed to have everything well in hand, at least, everyone I worked with appeared to know where they were supposed to be and what they were supposed to be doing at any given time.

My most prominent recollection is the management of catering. Sub O Ralph Deacon from Botley had been made OIC of catering and set himself up between the incident and the catering point, armed with a clipboard on which was listed every appliance in attendance and its time of arrival. Nobody, and I mean NOBODY, got past Ralph until they had got their hands dirty. I often see Churchill Plaza when travelling through Basingstoke on the train and can vividly remember Ralph turning people away. I think many were surprised to see catering put on an organised footing – much better than the free-for-all that seemed to be commonplace.

The lift break-down created a lot of extra work, especially for BA wearers who had to walk up to the scene of operations and back down again. My very last job before we left was to take something up to the lift motor room, possibly a hand lamp. Presumably I had been given that task because by this time I knew my way up the stairs quite well!

We left the fireground about 0730hrs and headed for home station.

As for quotes, two come to mind. The WRL driver, an old hand, said as we left the station: "I hope this isn't going to be an all-nighter" and the following night I overheard one of the watch telling someone who had not attended the job something to the effect of: "and soon after we arrived the fire got bigger and spread to another floor". (Note to self - more high-rise drills required!)

Ken Davis

Further to the article in Issue 16 showing the ex Hampshire Volvo in service in Chile, I can advise that the ex-Havant Multi Role Vehicle has just arrived in San Antonio, Chile yesterday en-route to the Valparaiso Fire Brigade. It will be changed over to LHD over the next few weeks. It has travelled with the 'rural fire-fighting' load and a container with further MRV cages and equipment is being shipped.

Also, I thought you might like to see one of our ex-ALPs during training in Valparaiso, Chile. Still very much recognisable as one of our vehicles. This one is used by the 8th Fire Company and is shown here training at the Chilean Navy Museum in Valparaiso.

So the work and the contact continues, in addition to myself visiting twice since your first initiated the project, we have sent 3 ALP instructors and 2 USAR instructors to Chile. We have also hosted 9 Members of the Valparaiso Fire Brigade at HFRS.

Mick Johns, Group Manager, Headquarters.

Ed- the project began some 10 years back when I was approached about assisting Valparaiso with advice on ship firefighting and port risks.



Hi Alan, here are a couple of images of the Scotch Ale House fire in Twyford High Street in 1926. It was the pre cursor to the Fire Service getting started in Twyford in 1929. In those days the village had four pubs, two Ale Houses and a working mans club. The Ale Houses were not allowed to serve spirits.

Regards Bob Amos.



Dear Editor

Anyone who goes to London and who is interested in the architecture of the old London Fire Brigade, (as I am), should visit Kensington Fire Station for something a bit different. This 1905 station is in Old Court, off the High Street. (You might expect the attention of the Police as the Israeli Embassy is adjacent!).

Also worth visits are the old Waterloo and Hammersmith stations, which are now thriving pub/restaurants. The latter being very interesting because of the original World War 1 period firewatching tower situated in the yard. (Ed – the latter is now actually one of the Wagamama Japanese cuisine chain restaurants).

Some of the old inner London stations did not have room for drill towers, so had to make do with drill platforms built into the side of the building, (Ed - a bit like Emsworth used to have!) which were often 3 or even 4 floors, with accommodation flats for officers and men.

The 1937-built Lambeth, Headquarters, building had a covered grandstand overlooking the large drill yard for guests to watch displays. In more recent times, this was demolished to make way for a Control Room.

The LFB had some 'handsome' Dennis appliances, but I think that pride of place must go to the Dennis 106 Pump Escape. What a beaut, this model was!

Dennis Wills

(Ed – Lambeth was opened by HM King George VI on 21 July 1937. It was, ironically, built on the site of a massive fire on 18 January 1918, attended by 15 pumps, involving a complex of buildings, including a large warehouse, shops and a boatyard, where a collapse of the warehouse building wall killed two Sub Officers and five Firemen.

It was a state-of-the-art ten-storey building, with 7 appliance bays. Above the appliance room was the fire station accommodation, admin offices and the quarters of the CFO and his family with other similar living accommodation for ten other officers. In the rear was a ten-storey building housing the brigade vehicle workshops and stores. The large drill yard has a 100ft tower and a bandstand. Balconies of the ten-storey block were used at viewing spots during displays and demonstrations of the Brigades capability. Part of the lower balcony was used by the King and Queen and other invited dignitaries during the opening ceremony displays, culminating in four TLs breaking out Union Flags at 100 ft.

The Lambeth site is the subject of much debate currently, with the front of the building having a preservation order on its Art Deco styling. The plan is to move the extensive LFB museum from its existing site at Southwark LFB station and training complex, which is being sold, to a new location incorporated into the old Lambeth complex, which it seems may now see the LFB move back to use as a revamped Headquarters at the end of the lease for their current Headquarters building, following lack of progress with selling the complex to a developer. Life is always full if twists!)



The 'White Watch Weekly' and 'Rimmer the Mole'

Back in the mid 90's in 'B' Division there suddenly appeared an 'underground' rag called the 'White Watch weekly'. It was a hard hitting, 'close to the mark', satirical newspaper. The editor was Firefighter R. Harley, W/W B24 Southsea known to his friends as 'Taff'. The newspaper quickly grew in popularity and soon copies were being sent throughout the Division. Despite being somewhat liberal with its attacks on anyone at Southsea, its attention soon spread elsewhere across 'B' Division.

As a previous Rider Station Officer on that watch it was only a matter of time before I became one of the many targets for a ridiculing attack. I was the OiC at B17 Fareham at the time and we were undergoing a period of change, well some may have called it that! The Station was old and run down and despite being made Full Time with the four watch system rumors were rife that it would be downgraded once again and the station moved to a new location. So morale was at 'rock bottom' to say the least at what was later to be known as 'Bleak Seventeen'

The first reference to yours truly came in October 1995 and so I soon realised I had to think fast. I had just finished a John le Carre book and from there I got the idea I needed! Work from within! Play them at their own game! So I invented a pseudonym called the 'Mole from Fareham'. To add credence I offered the editor a secret password, 'Montrose'. (This just happened to be the name of the road I lived in but, as it would only be me and the editor who knew this, I went with it).

My first article under this secret veil was quickly despatched to the editor at Southsea and to make it attractive to the cynics, I ripped myself apart, even using the nickname I was given by Taffs watch, 'Rimmer'. (This came from my apparent likeness to the character on TV's Red Dwarf).

I told the story of an actual call out to rescue a pet hamster that had crawled under the floor and how my indecision had led to the total destruction of the bathroom. He loved it and took the bait, hook, line and sinker.

Knowing that I had his confidence, I could now write anything I pleased and did so with some aplomb! I had a go at fire safety nicknaming them 'safe and secure', then members of each of the watches and even some fellow senior officers. They even published betting odds on who wanted to transfer away from the station. Then to make it sound like I was getting annoyed, I offered a reward to expose the 'Mole'.

Adverts appeared in the rag warning crews at Fareham to be aware that I may ask awkward questions in my attempts to find him. The next article from the 'mole' told how he was worried that he may be discovered by 'Rimmer' and that he may have to go further underground. The editor quickly responded by saying that, 'the OiC of Fareham had limited intelligence, so don't worry'. (Maybe he was right?) It was all going so well!!

By now everybody was asking questions. It was a hot topic for the mess room and if I ever sat with the crews at tea break they would always ask if I had any idea. Then it moved up a league! I came home from holiday to find that somebody had made a number of molehills on my front lawn. (The fact that my neighbour took photos of them doing it, didn't seem to cross their minds.) Then photographs appeared of a firefighter dressed up in a moles outfit, in my office, in the next edition. (But he didn't disguise his distinctive wedding ring so it took me about a hour to solve the question of who was in the suit?). Then another advert appeared offering amnesty from transfer to anyone giving out the name of the mole? Even at incidents, crewmembers would joke with me and ask if I'd found the mole yet.

Then rumors started about people taking offence and the editor being called into the DC's office. It was time to come clean. I phoned Taff at his home and his wife answered. She told me he was outside in the garden but would take the phone to him. I gently explained that I was indeed the mole. Taff laughed, then said 'nice try!' If it's you, give me the secret password. I did. Then it all went quiet! Eventually his wife came on the line and said that her husband was lying prone on the grass punching the turf. To his eternal credit he later accepted that I had got one over on him and went to print to say "He who has the pen, controls the content". It was fun and I enjoyed every moment of it, and after all said and done it took the minds of my firefighters off the sad political uncertainty that the station was suffering from.

In truth the 'White Watch Weekly' was amicably stopped by the editor himself, quoting work loads as the main reason. I've never met him since it ended but I will one day and I'll buy him a beer for the fun he brought us all.

Steve Thomas.



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



Tanker Watertender and Pump Escape circa 1970

Past Times

Eastleigh Fire Station and Training School

Eastleigh had its own Fire Brigade, formed in 1890, and they were given a second-hand horse-drawn manual fire engine. The horses were provided from the local taxi rank when needed. Not very resilient if all of the taxis were otherwise engaged!

Accommodation was, for short periods, in both Southampton Road and in Market Street, before making their home in the newly built Town Hall, where they remained for some 40 years. In 1942, the National Fire Service, (NFS), which had designated the station '16A 4Z', needed more space and requisitioned buildings at Great Eastleigh Farm, in Nutbeam Road (also a sub-division Headquarters) There was another station located at the Hut Filling Station in Chandlers Ford. There had also been an AFS station in Bishopstoke. After the return of control of the fire service to local authorities on 1 April 1948, the station located in Nutbeam Road and designated C29, continued in use and over the years became very limited in space and unsuitable for the needs of a fire station in a developing area. It was also prone to periodic flooding.

A new 11-acre site, in Leigh Road, was obtained by Hampshire County Council in June 1953. Original plan for the site was to build a fire station, an ambulance station and a Health Department Adult Training Centre. Plans for the latter being cancelled in May 1962. The building of the 'Chandlers Ford By-Pass' also resulted in the loss of 4.5 acres to its construction. The ambulance station (now a car

hire centre), was built in 1956. Approval for a fire station and associated fire officer's house was approved in April 1961. In April 1962, 1.2 acres of the land was allocated to the building of houses, with 10 being allocated to wholetime Firemen at the station who would also perform retained duties, 6 for Policemen, 3 for Ambulancemen and 1 for District Nurse. Final approval for allocation was given in October 1963, for a costing of £67,225.

Building of the fire station began in 1963 but was seriously delayed in completion due to a prolonged period of bad weather, with it eventually being opened on 26 March 1964. The contract was awarded to A J Dunning (Weyhill) for final price (adjusted due to bad weather) of £71,977. The build included the officer's house and the Home Office funded 4-bay Auxiliary Fire Service (AFS) garage to rear of the station to accommodate Home Office issued vehicles, and also an adjacent smoke chamber.

The compliment of the new station was 29 wholetime and 10 retained. Steele Close was named after Councillor Robert Steele, Hampshire County Councillor for Alresford and Chairman of the Fire Services Committee.



Nutbeem Road September 1950



Nutbeem Road September 1950



1964



Circa 1968

1973 after completion of Training School complex.
Portable tank (marked 2) for competitions drills at front.



1973. Pumping Unit, Foam Tender Watertender
ladder and Watertender



March 1973



1977

In February 1969, approval was given to build an upper floor to the smoke chamber. In June 1969 new training facilities were approved in the form of a new general lecture room, BA lecture room, storeroom and toilet facilities.

In December 1970, Eastleigh was designated as a local training centre for the purposes of the National Joint Council (NJC) Conditions of Service, and the standards and curriculum contained therein, permitting for the first time, the training of wholtime recruits.

In December 1971, as it became obvious that amalgamation with Southampton and Portsmouth was going to happen, proposals to extend the Training School were submitted. These were then approved in June 1972. The extension included, two further lecture rooms, improved BA training facilities, more ablution facilities, offices for staff and additional parking. Due to the very urgent need to have the facilities in place by September 1972, alterations to the then existing building included the provision of a new pre-fabricated building with a built link to the existing structure and changes to existing partition walls to provide an additional lecture room, an office and additional BA training facilities. Additional car parking space was also included in the scheme. Due to the urgency of the need there was no tendering process, with a contract being awarded direct to Messrs Amos Danby, which was a company already well known to Hampshire County Council.

The contractors were on time and in September, following the new Training School open day, Cllr Coombes, of the Fire Service Committee, reported that he had been told by one of the recruits, that the feeding at Eastleigh Technical College was inadequate given the strenuous nature of training. I bet that revelation went down well!!! Who was that man? (In those days, they had to run around under the direction of instructors who were permitted to shout and tell them what to do in no uncertain terms! Tut Tut! Recruits did however, know their 'trade' at the completion of the course).

From January 1973, in preparation for the forthcoming amalgamation, Southampton was not charged for training recruits on the basis that they provided instructional staff, Portsmouth were charged £168, unless they too provided and instructor and other fire brigades were charged £168 plus £80 for residential accommodation, plus costs of mid-day meal.

In April 1973 approval was give to extend the station forward, to provide a further 147 sq metres to construct a covered wash-down for vehicles and to provide a tarmac driver training area on the frontage bordering Leigh Road. The contract was awarded in December 1973 to Amos Danby & Sons, at a cost of £29,786.



May 1978



Bedford Foam Tanker, built in HFS Workshops and issued in May 1966



Foam Tanker



Commer Pump Escape, purchased from Gloucestershire Fire Brigade, as an insurance write-off following accident and rebuilt by HFS Workshops prior to re-entering service in July 1962

October/November 1973 saw industrial action, in the form of a work to rule, by the FBU resulting in the introduction of the 48hr week. Although this did not in fact affect the County crews, it did impact on the two City Brigades who were both working the 56hour week. This meant more recruits were necessary in order to cover the watches, with it being identified that 127 men were needed and had to be trained in less than 10 months, if further industrial action was to be avoided. This then resulted in the shift pattern moving from the 3+3+3 to the 2+2+4 shift pattern.

Following this industrial action and resulting agreement the need for further extensions for the identified increased level of training requirement were highlighted in April and approved in December 1973. Work began in January 1974 adding further temporary building at rear of and connected to existing temporary buildings. Sleeping accommodation was also necessary, with the old Southampton Fire Brigade Stores block, being utilised for this purpose.

In April 1973 approval was give to extend the station forward, to provide a further 147 sq metres to construct a covered wash-down for vehicles and to provide a tarmac driver training area on the frontage bordering Leigh Road. The contract was awarded to Amos Danby & Sons, at a cost of £29,786 and work commenced in October 1973.

The 'temporary' buildings later became the 'C' Division Headquarters, (when there were 4 Divisions), upon the

building of the new 'Training Centre' complex, including dormitory accommodation, on the nearby new Headquarters site and after many more alterations and occupations, continue to serve Headquarters, as 'The Annexe'.

An 'awkward moment' occurred on 21 February 1981, when at 1013 hrs, crews had to respond to a fire on their own station! The FDR1 report records that 1 jet and 1 foam extinguisher was used to extinguish the fire which was recorded as being 60% of the kitchen severely and the rest of the first floor landing and mess-room damaged by heat and smoke. Cause 'carelessly discarded cigarette end in a plastic rubbish bin! A realistic drill session for the on-duty watch, with quite a surprise for the retained when they turned in, followed by creative completion of the report!

As this article is being written to future of resources at Eastleigh fire station is out for consultation and the type of appliances behind the doors and the crewing/duty system may look very different in the future.

Such has been the story of the use and development of this important site which so many past members will have served at or have experienced training adventures, that greater space has been given than usual to telling its story



BA training 10 March 1969



BA training 10 March 1969



Staged Turnout 1971



Bedford 'S' Watertender built by HFS Workshops and issued in April 1960

Passout Parade 13 February 1974



Passout Parade
13 February 1974



Passout Parade
1972





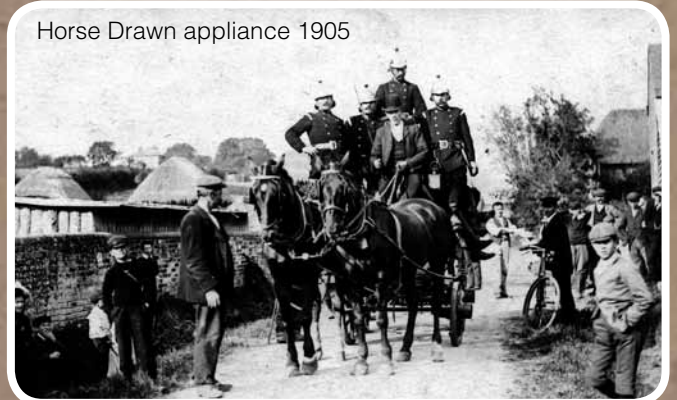
Eastleigh and Bishopstoke Fire Brigade



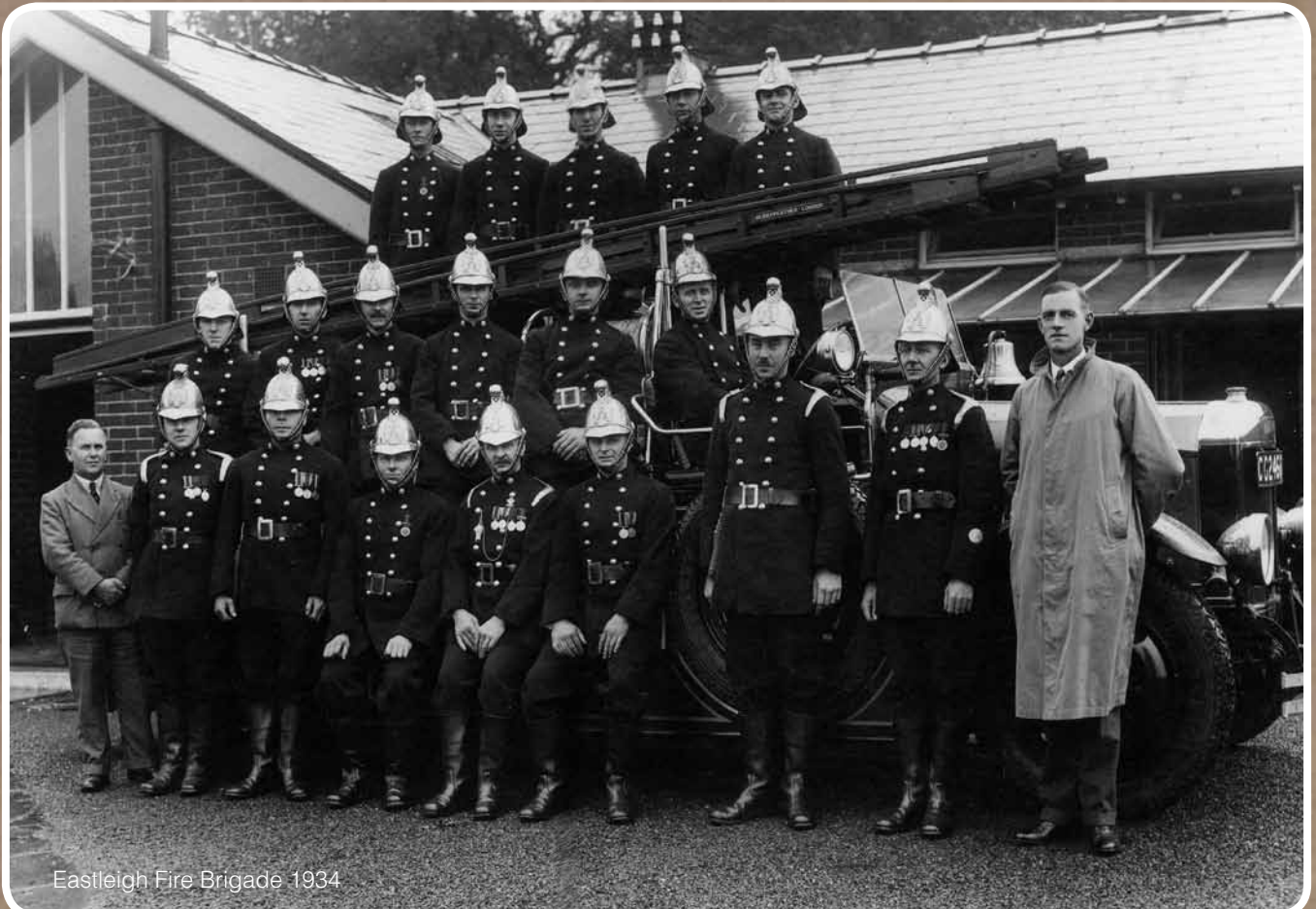
Eastleigh's First Motorised Fire Tender



Eastleigh Auxiliary Fire Service unit 1939



Horse Drawn appliance 1905



Eastleigh Fire Brigade 1934

Scrapbook Memories

Something to remind you of how things were in the past



Ron Fenech with HOT 100L
at The Wykeham Arms
in Winchester

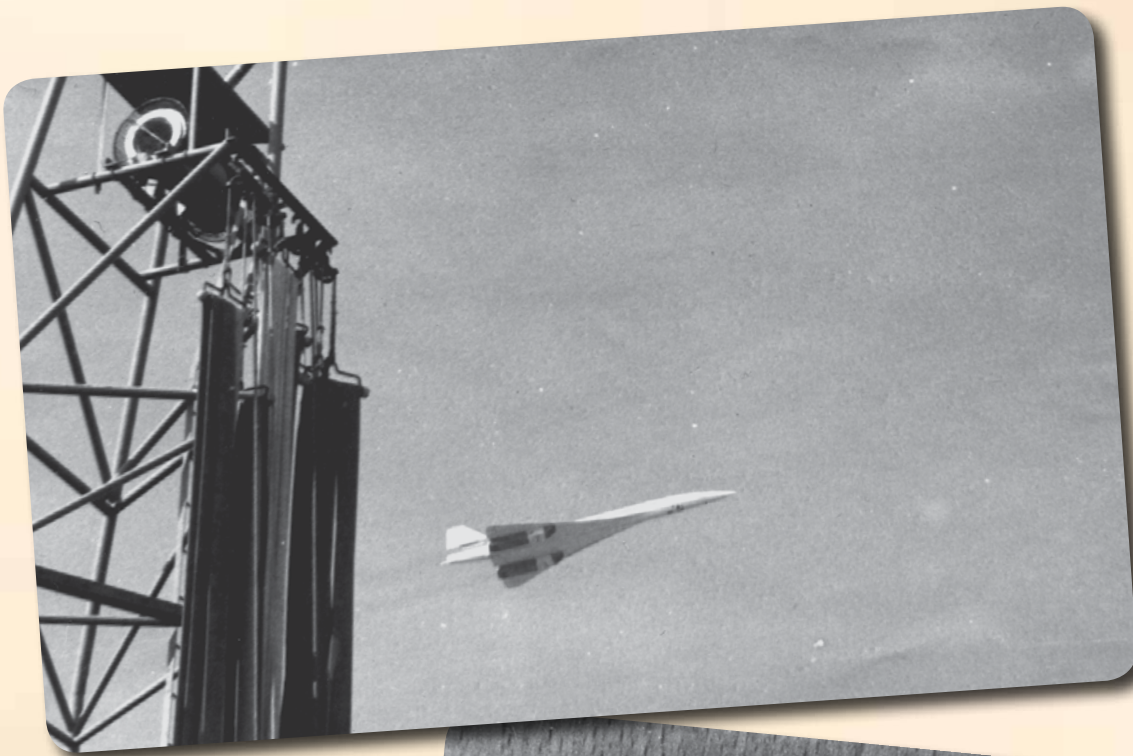


Winchester Station — now demolished and
a building site.



Primrose Cottage Wherwell 26 Oct 1989





Concorde
flies over
Fairborough
drill tower for
the first time.
1970 Air Show

Somers Road late
40s Early 50s



Somers Road October 1977

HFRS Happenings



FLEET

Two appliances have been involved in separate RTC's. The first RTC occurred just before 23:00 on the 22nd August when Winchester's Rescue Pump, HX60 GDE was returning from a Hazmat incident in Lymington. The appliance was travelling on the A337 road between Brockenhurst and Lyndhurst when a car travelling in the opposite direction collided with it.

Sadly the driver of the car died at the scene. The appliance left the road and sustained significant damage. Thankfully the crew were not seriously injured; one crew member was taken to hospital but was released shortly after. The appliance has been written off although it is hoped to use some of the bodywork on a replacement appliance that has been ordered from Emergency One.

The second RTC occurred on the 3rd September when Grayshott's WrT HX54 LZC was mobile to an incident in Bordon when the appliance collided with a tree on the B3002 just outside the village. The OIC of the appliance had to be cut free from the appliance by crews from Haslemere (Surrey FRS), Liphook and Basingstoke and was airlifted to Southampton General Hospital with leg injuries. The remaining crew members were taken to Guildford hospital by land ambulance but were released after treatment. The appliance sustained substantial front end damage and has been written off.

WrC M267 XOT Volvo FL7/Locomotors/Angloco has transferred from Basingstoke to Andover. Also displaced from Basingstoke is the L4P HX07 FFC a Land Rover TD5/ Hampshire FRS that is currently being refurbished by FMC before being reallocated.

Five Light Rescue Pumps are in build with the first due shortly after Christmas.

Tenders have been invited for a further two Land Rover L4P's an Iveco 4x4 Wildfire Unit and two First Response Vehicles based on 7.5 ton Iveco Daily chassis, one 4x2 and one 4x4.

Former Hampshire WrL G169 UPO a Volvo FL614/HCB Angus has been seen in Mombasa Kenya. During its operational career in Hampshire it serve at Ringwood and as a Reserve.

INCIDENTS

5 August - Make pumps 5, Pelgar International, Newman Industrial estate, Alton. Fire involving industrial unit containing chemicals, smoke logging of adjoining units. Attendance RP and WrT Alton, WrT Bordon, WrL Odiham, WrL Farnham (Surrey FRS), RP, ALP and RSV Basingstoke, ICU Headquarters and EPU Romsey.

6 September - Make pumps 6, Harrow Down, Badger Farm, Winchester. Fire involving semi detached house, roof and first floor severely damaged by fire. Attendance WrL Winchester, WrT St Marys from standby at Eastleigh, WrL and WrT Romsey, WrL Alresford, WrT Sutton Scotney, ALP St Marys, CSU Portchester and ICU Headquarters.

6 September - Thatch Roof fire, Midways, Haughurst Hill, Baughurst near Tadley. Fire involving thatch roof of detached property. Attendance WrL Tadley, WrL Kingsclere,

WrT Overton, RP, WrL, WrT and RSV Basingstoke, WrL Newbury (Royal Berkshire FRS), WrC Andover, CSV's Rushmoor and Beaulieu, ICU Headquarters and EPU Alton. Stand by moves RP's Rushmoor and Alton to Basingstoke.

2 October – make pumps 5, Fire Burger King, Above Bar, Southampton. Fire involving extractor ducting and roof space. Attendance WrL, WrT and ALP St Marys, RP and RSV Redbridge, WrL Romsey from standby at Redbridge and WrT Totton from stand by at St Marys.

GENERAL – Police are looking for thieves who broke into Kingsclere Fire Station between 16:00 on the 11 September and 13:00 on the 12 September and stole hydraulic cutting equipment from the appliance. This is the third station to be targeted in the north of the county in the last year or so; both Fleet and Odiham have also been targeted.

Following extensive trials it has been decided to purchase the Gallet F1 XF, as the replacement fire-fighting helmet. The first batch of 400 have been ordered and roll out will commence in early 2016 and will be completed over the next 12 months. (Ed – new generation of Gallet, following a period of HFRS adopting the German Rosenbauer helmet)

Building work on the replacement Basingstoke Fire Station is due to commence in the next couple of months. Whilst the building work is taking place crews will utilise the old 'A Division' Headquarters building and smoke chamber as accommodation. Appliances will operate from the 'AFS' garages at the rear of the station, however the ALP will temporarily be stationed at Winchester.

Hampshire Appliance Designations and Specifications

(Ed - In attempt to bring everyone up to speed with the current terminology used within HFRS to designate appliances, Colin has very kindly supplied the following. There may be new ones to learn in the future once the current proposals have been through the consultation process and signed off by the Fire and rescue Authority in 2016).

ALP	Aerial Ladder Platform	Main aerial appliance in Hampshire, three currently allocated to Basingstoke, Southsea and St Marys
ARV	Animal Rescue Vehicle	Carries equipment for all animal rescues. Two appliances allocated to Basingstoke and Lyndhurst
CSV	Command Support Vehicle	Small Command Vehicle. Crewed by four or five fire fighters, carries command and control equipment for incidents of four pumps and above plus BA main control equipment and 20 BA cylinders. Five appliances allocated to Basingstoke, Rushmoor, Portchester, Eastleigh and Beaulieu
EPU	Environmental Protection Unit	Carries environmental protection equipment such as absorbent mats, inflatable booms, chemical binders and over drums. Two appliances allocated to Alton and Romsey
FRU	Foam Response Unit	Two demountable Pod units based at Eastleigh. Replaced the bulk foam capability within Hampshire. Each Pod carried 6 x 1000 litre containers of Ecopol foam plus 25 litre drums of CAFS foam and foam making equipment
FRV	First Response Vehicle	Smaller fire appliance crewed by two or four fire fighters depending on the incident type. Carries a smaller selection of fire fighting and rescue equipment than a WrT or RP. Will be fitted with Cobra cold cutting system in the future.
H4T	Heavy Four Wheel Drive Off Road Tender	Larger off-road vehicle. Currently three within the HFRS at Rushmoor, Bordon and Brockenhurst. Early versions were based on the Steyr Puch Super G chassis whilst the current replacements are based on 4x4 Iveco chassis.
ICU	Incident Command Unit	Main communications and command support vehicle at larger or complex incidents.
L4P	Light Four Wheel Drive Vehicle With Pump	Small 4x4 appliance, usually a Land Rover with a water tank, capacity 100 gallons, hose reel and small amount of fire fighting equipment

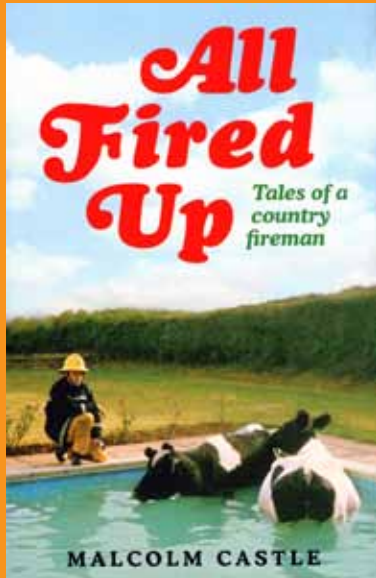
L4T	Light Four Wheel Drive Vehicle With Tank	As L4P, however the pump fitted only supplies the hose reel, it can not lift from open water
LRP	Light Rescue Pump	Based on a 12ton chassis. Carries selection of equipment similar to that carried on a WrT or RP but only has one hose reel mounted above the main pump and a smaller water tank of approximately 1200 litres. Main ladder is a 9m.
RP	Rescue Pump	Same as WrL however these days carries enhanced cutting equipment, light portable pump, PPV, radiation monitoring equipment, battery operated saws and hand tools
RSV	Response Support Vehicle Replacement for the SEU.	Crewed by two fire fighters, four currently in service at Basingstoke, Cosham and Redbridge and one Reserve. Carries all items of equipment previously found on the SEU's and previously on ET's.
SFU	Small Fires Unit	Small van type appliance crewed by two or three crew and attends small fires such as rubbish or grass. Currently three in service at Basingstoke, Southsea and St Marys
WrC	Water Carrier	Two size of vehicles currently in the fleet
WrL	Water Tender Ladder	Same as WrT but carries a 12m or 13.5m triple extending ladder, heavy-duty rescue equipment. Does not carry PPV fan
WrT	Water Tender	Standard pumping appliance in the UK, usually fitted with either a 500gpm, 750gpm or 1000gpm pump, thermal imaging camera, 9m or 10.5m double or triple extending ladder, triple extension ladder, roof ladder, light portable pump, light cutting equipment and general fire fighting tools

Vehicles issued by the Government as part of what was called 'The New Dimension Programme' to provide for an increase and improvement in national resilience capability, particularly in relation to terrorist threats and wide-area flooding.. Appliances and equipment purchased centrally under Government contracts and issued into the care of selected fire and rescue services, with Hampshire being one of the few with a complete set.

DIM Vehicle	Detection, Identification and Monitoring Vehicle	High roof Iveco van equipped with a range of equipment for the detection, identification and monitoring of chemicals, biological and radioactive materials. Also decontamination equipment.
HVP	High Volume Pump	MAN Prime Mover chassis with multi-lift load hook/slider, carrying High Volume pumps capable of shifting 7000 litres of water per min over a 3 kilometre distance, through its carried load of 150mm diameter hose, supported by a similar vehicle having a further hose load.
IRU	Incident Response Unit	A MAN curtain sided vehicle with a Moffett Mountie all-terrain forklift truck attached at the rear, carrying large tents and associated equipment for mass population decontamination disrobe and re-robe kits for use at an incident involving CBRN
Urban Search and Rescue Modules		A range pre-packed loads for Urban Search and Rescue operations carried on the standard issue MAN Prime Movers.

Colin Carter - Guest Contributor

Snippets



A recommended read submitted by Bob Streeter.

It is a light hearted look at life in County Brigade. With tails that many will relate to.

www.orionbooks.co.uk
ISBN 978-1-4091-7437-4

Travel Insurance – Paying too much??

One of the issues that affects many as they get older or have suffered some health problem, is securing Travel Insurance at a reasonable rate. If anyone has found such insurance at a reasonable rate and without ridiculous penalties that do not recognize that people are healthier and living longer, let us know via the secretary, Alan House and we will share for the benefit of others.

Advice from a Singer Sewing Machine Manual from 1949

Prepare yourself mentally for sewing.

Think about what you are going to do. Never approach sewing with a sigh or lackadaisically. Good results are difficult when indifference dominates. Never try to sew with a sink full of dirty dishes or beds unmade.

When there are urgent housekeeping chores, do these first so that your mind is free to enjoy your sewing. When you sew, make yourself as attractive as possible. Put on a clean dress. Keep a little bag of French chalk near your sewing machine to dust your fingers at intervals. Have your hair in order, powder and lipstick put on. If you are constantly fearful that a visitor might drop in or your husband will come home, and you will not look neatly put together, you will not enjoy your sewing.

Diary Dates

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

December 10, Xmas Dinner, East Horton Golf Club

January 30, AGM and Social Function. Venue and details to be advised.

The Sunday Lunch and Skittles, on 25 October has been a sell-out. The trip to London the Houses of parliament and the River Cruise Lunch was also a sell out, and greatly enjoyed by the 76 members attending. We may organize a similar trip in the future. We apologise to anyone we had to turn down for any of our events. 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. We will only regards a booking has taken place once payment has been received. Advance telephone bookings without payment will not count!



Moving on to Pastures New

Vincent Nicholl

17/04/2015
Firefighter
Horndean
20 years 6 months

Clive Murrey

13/07/2015
Firefighter
Totton
21 years 3 months

Antony Noble

17/04/2015
Firefighter
Havant
28 years 1 month

Peter Ellis

21/08/2015
Firefighter
Southsea

Carole Kane

01/09/2015
Service Admin
17 years 7 months

Steve Caton

02/09/2015
Firefighter
Botley
15 years 4 Months

Mark Williams

03/09/2015
Firefighter
Hamble
31 years

Robert Collicott

03/09/2015
Firefighter
Andover
35 years 7 months

Paul Denney

17/09/2015
Firefighter
Andover
12 years 9 months

Fergus McDougall

18/09/2015
Firefighter
Andover
11 years 9 months

David Stevens

01/10/2015
Crew Manager
Romsey
28 years 2 months

Carlton Kerr

03/11/2015
Group Manager
Training, Headquarters
30 years 9 months

Steven Brimble

18/11/2015
Firefighter
Rushmoor
15 years 8 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:

Alan Scutt

On 26 August 2015,
Aged 67.

Alan served as a Retained Firefighter at Fareham Fire Station and prior to this, with the Hampshire Auxiliary Fire Service.

Robert 'Bob' Smith

On 2 September 2015
Aged 77

Bob joined the Southampton Fire Brigade in June 1964 and served at Woolston, retiring as a Fireman in November 1989

Not technically a member of the Service, but it is appropriate to fondly remember a 'fearsome' lady with a heart of gold, who 'steered' many a recruit, and other visitors to the serving line in the restaurant at Headquarters and also worked behind the Phoenix Bar at various functions, over many years. One of life's real characters and 'worker bees'.

Beryl Blackburn

On 4 September 2015
Aged 84 years.



Lest we forget

LONDON



PMA trip to London with Lunch Cruise on the River Thames and tour of The Houses of Parliament, 30 September 2015

