

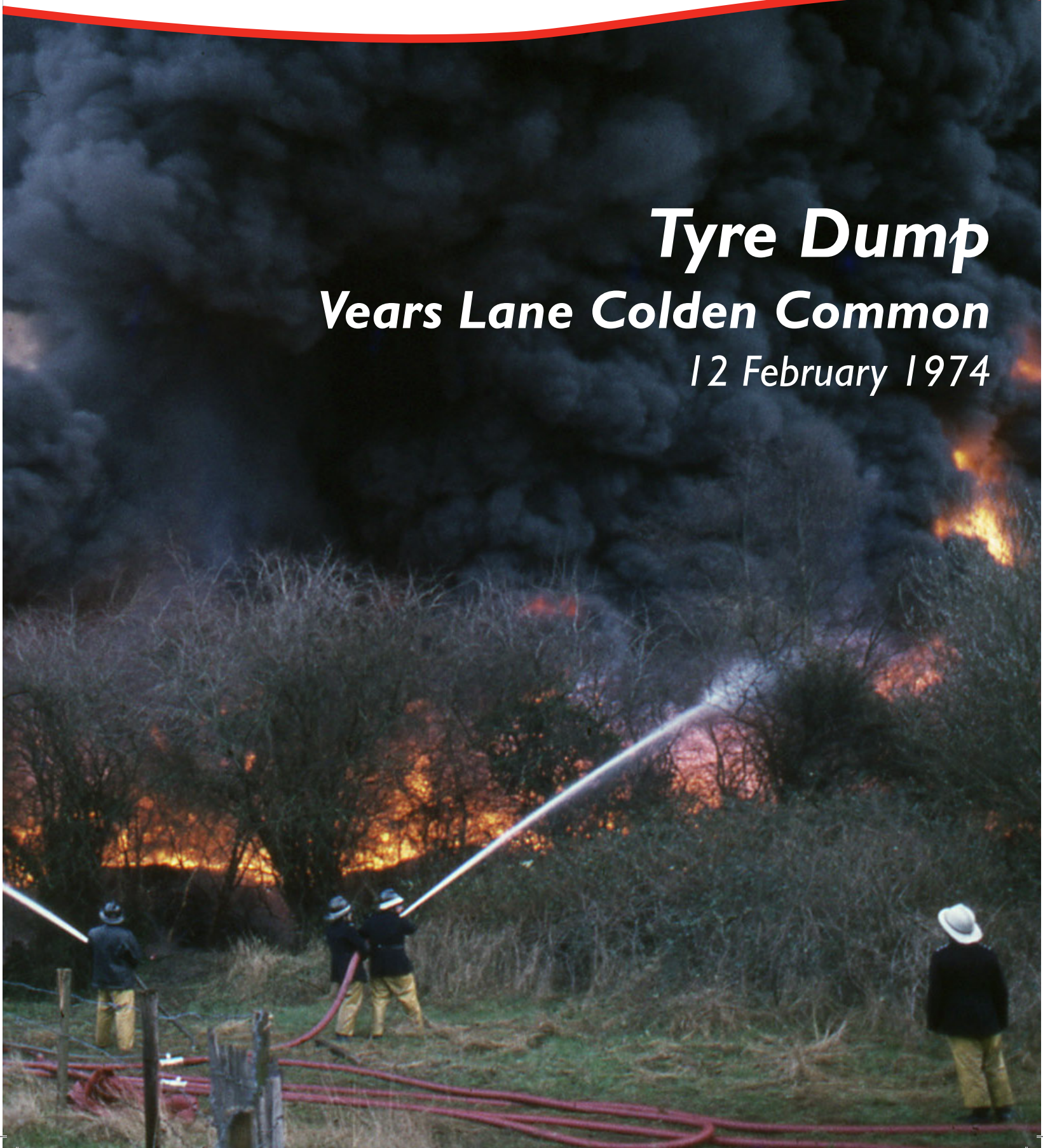
STOP MESSAGE

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



www.xhfrs.org.uk

Tyre Dump Vears Lane Colden Common 12 February 1974



Brains of Britain

The following is a collection of actual answers to questions heard on various shows submitted by Ann Bone



BEACON RADIO (WOLVERHAMPTON)

LINGS FM PHONE-IN

Presenter: Which is the largest Spanish-speaking country in the world?

Contestant: Barcelona.

Presenter: I was really after the name of a country.

Contestant: I'm sorry, I don't know the names of any countries in Spain

RICHARD AND JUDY

Richard : Which American actor is married to Nicole Kidman ?

Contestant: Forrest Gump .

DARYL DENHAM 'S DRIVETIME (VIRGIN RADIO)

Daryl Denham : In which country would you spend shekels?

Contestant: Holland ?

Daryl Denham : Try the next letter of the alphabet.

Contestant: Iceland ? Ireland ?

Daryl Denham : (helpfully) It's a bad line. Did you say Israel ?

Contestant: No.

LUNCHTIME SHOW (BRMB)

Presenter: What religion was Guy Fawkes ?

Contestant: Jewish.

Presenter: That's close enough.

RICHARD AND JUDY

Richard:

On which street did Sherlock Holmes live?

Contestant:

Er...

Richard:

He makes bread...

Contestant:

Er...

Richard :

He makes cakes...

Contestant:

Kipling Street ?

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

Magazine contributions sought and gratefully received.

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Front Cover: At 2143 on 12 February 1974 the first of 40 calls was received reporting a fire at the tyre dump in Vears Lane, Colden Common. An estimated 70,000 tons of scrap tyres stacked up to 35ft in depth. 20 Pumps plus Specials over a period of 30 days.



STOP MESSAGE



Welcome from the Editor



My apologies for the gap between this and the last edition of 'Stop Message'. A mixture of reasons, but here we are, now in 2012 and I extend my best wishes to everyone for the coming year. Our membership continues to grow and we had some successful events over the past year.

A programme of gatherings has been put together by your committee and we hope that you will be able to come along to some of them.

I am pleased to be able to announce that we have now introduced a monthly cash prize draw. All paid up members of the PMA will be eligible to win £50 each month. A good reason to keep your membership up to date!

I am also please to be able through this column, to congratulate Group Manager Pete Crook, (DO to most of you) on his award of the Queen's Fire Service Medal, in the New Years Honours List. A well deserved recognition for his work in developing the role Urban Search and Rescue teams throughout the UK and for his leadership and development of the voluntary International Search and Rescue response as part of the UK fire and rescue service commitment to overseas humanitarian aid In times of natural disaster.

As the Service continues to re-shape itself and new, (and some not so new), ideas abound I was interest to read of a new initiative to encourage members of the Special Constabulary to also become members of the fire and rescue service and vice-versa. Some may recall that in fact, at one time it was specifically written in the Fire Services Act that policemen, including 'Specials' were not permitted to be members of the fire service. Now it has been deemed that 'Specials', although warranted officers are not regarded as members of the 'Police Force'. A turn of the wheel really, in that a number of the UK fire brigades were once classed as 'Police Fire Brigades', under the control of the Chief Constable. In this area, Portsmouth had a Police Fire Brigade until the National Fire Service was formed in August 1941, when any remaining such brigades were disbanded. In the smaller communities the local fireman was often also a Special Constable. Some things just get re-invented!

Until the next time.....
Alan House

Motoring in 1926

Another selection of pages from a booklet produced in 1926 published by the National Safety First Association, with the assistance of the Royal Automobile Club, The Automobile Association and The Commercial Users Association. Issued free of charge to Registration Authorities for distribution with driving licences. Full of useful tips and advice for motorists of the time.

III.—DRIVERS' HAND SIGNALS.

The description of the hand signals given below is extracted from H.M. Stationery Office publication "TRAFFIC SIGNALS, to be used by the Police and Drivers of Vehicles (Issued with the approval of the Home Office and the Scottish Office) 1923." These signals were advocated by the original London Traffic Advisory Committee, were endorsed in the Interim Report of the Ministry of Transport Departmental Committee, and were confirmed in 1925 by a majority of the members of a Conference between representatives of the Police and of Road Users.

There is some divergence of opinion as to the necessity and desirability of the "TURN TO THE LEFT," and the Royal Automobile Club does not endorse this signal.

The observance of a uniform code of signals not only minimises risk of accidents, but materially assists both public and police. All motorists should make a point of giving and of acting upon the recognised hand signals in a proper and efficient manner.

DESCRIPTION.

No. 1. "I am going to STOP."

Hold the right forearm and hand (or dummy arm) vertical, palm turned to the front.

No. 2. "I am going to TURN to the RIGHT."

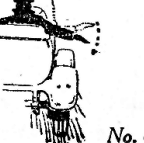
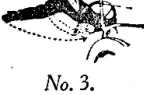
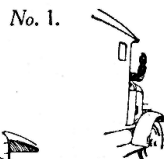
Extend the right arm and hand (or dummy arm) horizontally straight out from the off-side of the vehicle, palm turned to the front.

No. 3. "I am going to TURN to the LEFT."

Extend the right arm and hand horizontally, straight out from the off-side of the vehicle, and then carry them forward and towards the near side with a circular sweep on a level with the shoulder.

No. 4. "I am going to SLOW DOWN."

Extend the right arm and hand horizontally as in Nos. 2 and 3, but with the palm turned downwards, and move the arm slowly up and down.



No. 5. "COME PAST ME on my RIGHT."

Extend the right arm and hand below the level of the shoulder, and move them backwards and forwards.

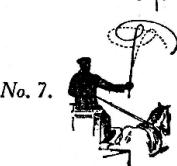
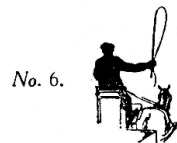
In the case of horse-drawn vehicles, if the driver carries a whip, the "stop" and "turning" signals should be given as follows:—

No. 6. "I am going to STOP."

Raise the whip vertically with the arm extended above the right shoulder.

No. 7. "I am going to TURN."

Rotate the whip above the head; then incline the whip to the right or left to show the direction in which the turn is to be made.



COURTESY SIGNALS.

In addition to giving the above signals, a driver, when approaching a corner, should point as clearly as possible with the hand or whip so that the police and other drivers may understand in which direction he intends to proceed.

Hand signals should be given **firmly, correctly, and in ample time.**

The mere giving of a signal does not absolve the driver from satisfying himself that he can turn, or do what he wants to do, without endangering other traffic. A driving mirror is of great assistance on such occasions. The driver who suddenly holds out his hand, and immediately turns to the right, may quite easily cut across and collide with a following car which was about to overtake. Equally, when a driver ahead of you signals to you his intention of what he is about to do, it is your duty to conform as far as possible with his signal, and not to prevent his carrying out his intended manoeuvre.

6. KNOWLEDGE OF LAW.

Obey the law, in letter and spirit.
SAFETY FIRST.



Patron:
H.R.H. THE DUKE OF YORK, K.G.

President:
THE RT. HON. SIR W. JOYNSON-HICKS, Bart., M.P.

H.R.H. The Duke of York in his recent speech, which was broadcast by the B.B.C., said:—

"Your good work is not sufficiently realised by the public. Were it so, I feel sure that your Association would not lack the necessary financial support. Therefore, I appeal to all of you here to give us your utmost good will and your financial help. Through the wider medium of the press and of the broadcast I ask for similar loyal co-operation alike from employer and employed, from driver, cyclist, or pedestrian."

**WILL YOU HELP
BY SENDING A DONATION**
To the Hon. Treasurers,
National "Safety First" Association,
119, Victoria Street, London, S.W. 1.

Gen. Secretary: LT.-COL. J. A. A. PICKARD, D.S.O.

X.—POINTS FROM MOTORING LAWS AND REGULATIONS AFFECTING SAFE DRIVING.

NOTE.—The following short summary only deals briefly with the main points in Acts or Regulations affecting safety in the handling of motor vehicles, etc. It is not intended to be exhaustive. For detailed information reference must be made to the various Acts and Regulations.

SPEED LIMITS.

Maximum **general speed limit** allowed by law:—

(a) Motor Cars and Motor Cycles under 2 tons unladen weight, 20 miles per hour.

(b) Heavy Motor Cars with rubber tyres, 12 miles per hour.

(c) Heavy Motor Cars, steel tyred, axle weight not exceeding 6 tons, 8 miles per hour.

(d) Heavy Motor Cars and Trailers, and Heavy Motor Cars, steel tyred, axle weight exceeding 6 tons, 5 miles per hour.

Special speed limits, usually varying between 5 and 10 m.p.h. exist in many places, and are indicated by notices—a white ring 18 inches in diameter, with plate below giving the limit (see diagram).

It is customary for red bands to be painted round lamp standards, tramway poles, etc., which exist in a reduced speed limit area.

DANGEROUS DRIVING.

It is an offence to drive:

"recklessly or negligently, or at a speed or in a manner which is dangerous to the public, having regard to all the circumstances of the case, including the nature, condition, and use of the highway, and to the amount of traffic which is at the time, or which might reasonably be expected to be, on the highway."

An offender can be apprehended if he refuses to give his name and address or to produce his licence. It is the duty of an owner to give all information in his power to lead to identification of offending driver. An owner is liable to be charged with aiding and abetting any offence committed by his driver.



VII.

1. LAMPS.

(For legal requirements see page 18).

Get your lamps properly focussed.
Carry spare bulbs for electric lamps.

Light up in good time.
Don't use headlights where local lighting is adequate.

On dark roads it is safer to keep headlights ON when meeting other traffic. Headlight dipping, dimming, or anti-dazzle devices are appreciated by other road users.

When Car is left standing, switch off headlights.

2. STEERING.

Frequently inspect steering connections, and, when necessary, have adjustments made to take up wear.
Keep all steering joints well lubricated.

Occasionally have alignment of wheels tested.
Don't strain the steering by forcing the wheel round when the car is stationary.

3. SPRINGS.

Keep holding down clips screwed up tight.
Keep shackle pins well lubricated.

Avoid overloading the vehicle.

Avoid strains through driving too fast over bad roads.

4. HORN.

Use your horn with discretion, neither too much nor too little.

Your horn is a warning not a command. You have only equal rights on the road with every other class of road user.

14

V.—ROAD SIGNS.

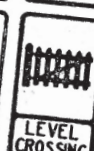
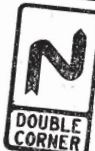
A red triangle with the appropriate notice below (see diagram) is used to indicate danger and the nature of the danger.

Uniformity in the use of such signals is yet to be attained. They are not everywhere where the danger is hidden, and they exist in some places where the danger is obvious. Occasionally, a sign is used indicating something other than that officially denoted by that sign. For instance, the sign for a bend in the road is occasionally employed to cover a junction of a side road.

There are also many other warning signs (with the nature of the danger, e.g., school, dangerous corner, etc., stated thereon) at other places where special care is necessary. The careful driver should always be on the look out for these signs, and exercise proper caution.

It should be remembered that a direction sign implies the existence of a road junction, whether or not a warning sign be also displayed.

Speed limit signs (see diagram page 17) must also be watched for.



9



29th Race Across America

29th Race Across America – continuing the story of a race of endurance, completed by HFRS firefighters, Graham Dance and Gareth Dridge, together with their support team and ‘Crew Chief’, Chris Lunn.

The Race

We left for the USA on 8th June 2010. Our aim was to finish in 8 days or less.

We flew to Los Angeles where we picked up our support vehicles and drove down to Oceanside. We had 4 days to prepare the riders, vehicles, bikes and spares, attend safety and route briefings and provide enough provisions for the first few days.

Stops to replenish stocks would be infrequent along the route. With only 7 back-up drivers in 2 vehicles, we had to prepare a duty rota. To comply with race rules, each vehicle had to have a driver and a navigator awake at all times, this meant that rest and down time was minimal.

For me, as Crew Chief, the pressure was on. I wanted to relieve the racers of any support worries, allowing them to concentrate solely on the race. The logistics for the event were phenomenal. The rule book and map book had to be explicitly followed. Safety briefings were mandatory for team, riders and Crew Chiefs alike. Safety inspections of the bikes, equipment, back-up vehicles and emergency planning were carried out by race officials. Failure to pass inspections or to comply with any of the rules resulted in severe time penalties on the racers and even team disqualification.

We had prepared well, we passed with flying colours. We were ready to roll.



Ready to go, Gareth and Graham enjoy their moment in the Californian sun.

The Start

At the race start, all riders were individually introduced to the crowds of spectators, the support team in the RV (motorhome) had missed the start in order to meet the riders at a pre-determined point along the route, the follow-up support car waited on the promenade in order to follow on. Morale and adrenaline levels were very high.

The race would be in non-stop stages where the support team were responsible for reporting in the team's progress as they passed each of the 56 time stations. The route would keep us off of the interstate roads, using state roads and country roads right across America.

We had less than 9 days to cross California, Arizona. Utah, Colorado, Nevada, Kansas, Missouri, Illinois, Indiana, Ohio, West Virginia, Maryland x2 and Pennsylvania.

Following a gentle start, by the end of day one we were in the foothills of the Rockies, where the riders would have to climb 10000 feet over the next day or so. Temperatures would drop from the balmy Californian 30 degrees to below zero. This was the point at which the correct nutritional balance was paramount, thankfully 2 of our support team had prepared and trained well, ensuring the rider's fluid levels, vitamins and calorie input were maintained at optimum levels to maintain maximum performance.

Rider changeover was becoming ever slicker and downtime was kept to an absolute minimum. Support crew changeover and the myriad of other duties were maintained to the pre-planned timetable.

Around day 3 things had settled into a well practised routine. The riders were "in the groove"



Support Crew at the ready!

but working 12 hours on with 6 hours off, the support drivers were not getting enough rest, I was concerned that an accident could happen at any time. Luckily I had arranged to pick up a Colorado firefighter in Durango, he had completed the race on 2 previous occasions as part of a 4 man team, his race knowledge and using him as an extra navigator was invaluable to our success.

One thing was obvious very early on; this was not going to be a sightseeing holiday. Although we passed through some amazing scenery we did not have the chance or the time to enjoy it, there was food preparation, the laundry of rider's kit and crew clothing plus continuous problems with resupplying the support car with all the essentials required by the riders. Shops were very few and far between and sometimes the RV was sent ahead to locate stores and re-supply. We were using bottled water at the rate of 5 or 6 cases per day.

There were many highs and lows along the way, fantastic sunrises in the Indian nation reservations, scenery that begged you to stop and visit, plagues of locusts, uneven road surfaces extremely high temperatures (40+ degrees) and torrential wind and gales in Kansas, the most

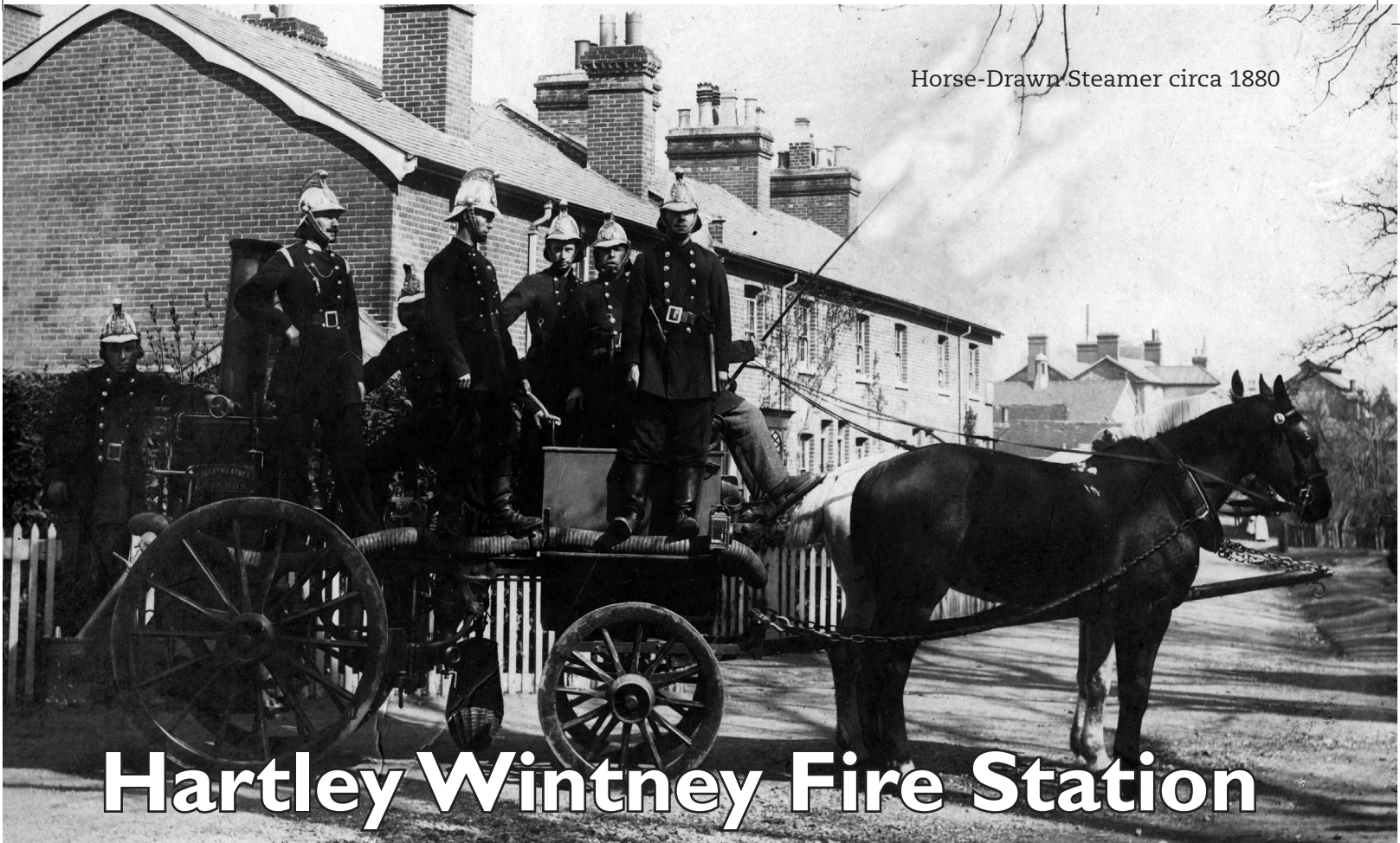
boring part of the journey, and a state we couldn't wait to get out of.

Towards the end of the race we approached what the race organisers called "the sting in the race tail", the Appellation mountain range, not as high as the Rockies but with much steeper inclines. The rider's spirits started to sag. We had been warned in the briefings that this would happen and we were ready for it. After days of living on liquid nutrition, pills and energy bars, the riders bodies craved real food; they settled for burgers, it did the trick!

On the 9th day the support crew had to leave the riders and wait at the finish in Annapolis, After 8 days 14 hours and 54 minutes, a little later than we anticipated the riders came into view. They succumbed to the need for sleep and had 2 hours rest. The longest they had slept at any one time in the past week was probably 40 minutes.

Cheered on by their families who flew over from the UK and their support crew they appeared as fresh as the day we set off but thankful the race was over.

Chris Lunn



Hartley Wintney Fire Station

the Early Years

When, in April 1972 I joined the then Hampshire Fire Service at Hartley Wintney as a trainee retained fireman, I had no idea then that this would be the start of a life long career within the Fire & Rescue Service.

Archive records indicate that Hartley Wintney has had a fire station as part of the community for at least 140 years. The picture above shows the horse drawn steam pump positioned near the fire station of the day, which was on the green just to the rear of the Wagon and Horses public house.

During that time it would not have been difficult to recruit volunteers with 'men' queuing up to join. The pump was kept in a barn, (formerly the village lock-up); the horses were kept in an adjacent field.

In the event of a fire call, the alarm was raised by means of a lad on a bike ringing a hand bell around the streets (predominantly the Cricket Green and High Street) to summon the men to duty. Then, as now all the Fire Crew had another whole time profession and responded to the call for help, dropping whatever they were doing and racing to the station. Unlike today, the volunteer firemen would not have owned a car

or motorcycle. At that time the crew would have sprinted or cycled to the station with the first man in rounding up and harnessing the horses.

There was much pride in being part of the Fire Brigade, just as today. Time was of the essence; turnout times were strictly monitored always trying to beat their best previous record. Ten to fifteen minutes to assemble a crew, round up and harness a pair of horses and get mobile, stoking the steam boiler en route would have been an exceptional feat.

Records show that sometime in 1913 the boiler burst on the steam fire pump and the village was without our own engine throughout the First World War and for a total period of twelve years until, when in October 1925, the Parish Council decided the situation could no longer be tolerated and so launched a public appeal to raise funds to purchase a new motorised fire engine.



The appeal in the form of a leaflet, dated October 14, 1925, and sent out by the Chairman and members of the Parish Council, was circulated throughout the village and included the following text:

‘Dear Sir or Madam

Twelve years ago the boiler of the Fire Engine burst whilst undergoing a test asked by the Fire Insurance Company. Since then the Parish has been without a Fire Engine.

Some pointed questions have been put to the Parish Council from time to time as to why they have not done their duty to remedy this serious state of things and take ordinary precautions for the safety of life and property. The Council have taken the matter very seriously to heart and have appointed a committee from amongst themselves to try and find a solution.

There is now in the Bank, a sum of just over £190, collected in 1914 for this purpose, but as a total sum of £692 is required, you will see that we require another £502 to put us all in safety.

The Council arranged, with a representative of Messrs Dennis Bros of Guildford, a demonstration to be given at four different parts of the village. This demonstration took place on 23rd September last and was eminently successful at 3 points - the only weakness at one point - opposite the Police Station, being due to shortage of water on account of a 3 inch main. The Rural District Council has promised that a new 6 inch main shall be put in early in the New Year so that this will be remedied.

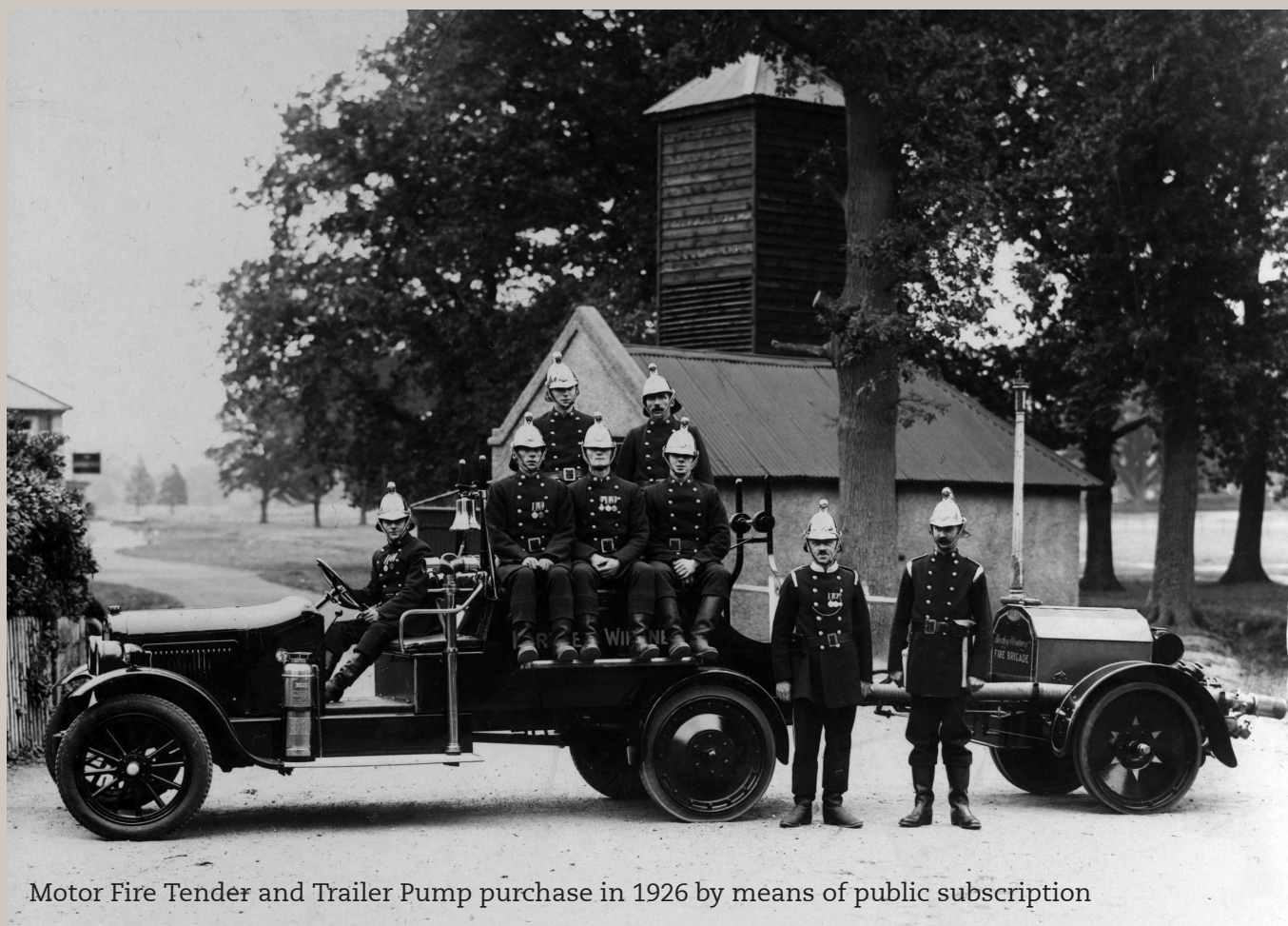
We feel that an appeal for this engine, (the nearest being miles away and without which we are all in a position of uncertainty and, it might well be, of personal danger), will not pass unheeded and anticipate the pleasure of acknowledging your subscription at an early date’.

Ed: such a nice way of squeezing money from the locals, even though the Council had basically done little for 12 years to worry about ‘uncertainty and personal danger’!

The Motor Tender OT 1160 was unusual, in that, it was a 1925 model Overland, which was part of the American Willys organisation. Production of the Overland ceased in 1926, the year that the station received their vehicle.



Hose Tower under construction Summer 1925



Motor Fire Tender and Trailer Pump purchase in 1926 by means of public subscription

The appeal was successful, £692 was raised which was sufficient to order a brand new petrol-driven Morris Tender and Dennis trailer pump. Men stepped forward to help out wherever they could; Hartley Wintney was once again to have its own fire engine.

Prior to the new engine arriving, volunteers assisted to refurbish the fire station, and helped by the firemen, they built a wooden framed hose tower to hang the canvas hose to dry after use.

In late 1926 work was completed on the renovated fire station, the newly purchased petrol driven Fire Tender and Dennis trailer pump were commissioned. Hartley Wintney was once again protected by its own fire brigade.

Some of the crew of the day: Chief Officer SA Parsons (Geoff's father), 2nd Officer F Robins, Driver Cliff Graves, Chris Ruffle, Charlie Chedd, F Brown, Alf Harris and Don Davis.

I feel privileged to have known the late Geoff Parsons, and to have served under the command of Arthur Perkiss and then Pete Tarrant before taking charge of the station myself.

The photos and many of the words in this article were passed on to me courtesy of Geoff Parsons in his later years.

Graham Bartlett

Ed: Graham's son, Dave, is the current officer in charge at Hartley Wintney.

The Motor Tender OT 1160 was unusual, in that, it was a 1925 model Overland, which was part of the American Willys organisation. Production of the Overland ceased in 1926, the year that the station received their vehicle.



Community Volunteering - Fire and Emergency Support Service

Are you looking for something to do as a volunteer? Would you like to be involved with emergency incidents again and use some of the skills you gained while a member of the fire and rescue service. Would you like to give support in the community in time of crisis?

If the answer is yes to any or all of the above, why not become a volunteer member of the British Red Cross 'Fire and Emergency Support Service', (FESS)?

On all to respond to fires and other emergency incidents the FESS team is mobilised to calls to provide support and practical advice or assistance to those directly affected by an emergency. The amount of time that you make yourself available on a monthly rota is entirely down to you to decide. Generally the expectation is that you would be able to be available for a day or a night period twice per month. You would also need to be able to respond to the vehicle at its home base within 30 mins. Team members are alerted via pagers or text messages to personal phones initiated from HFRS fire control.

Many of you will be aware that the Fire and Emergency Support Service, previously known as the Fire Victim Support Service, has been operating in Hampshire for some 15 years, originally based at Hightown fire station, but now operating from a response building on the HFRS

Headquarters site at Eastleigh. A second vehicle is soon to be placed in service operating from Rushmoor fire station.

The British Red Cross is a rewarding organisation to belong to, offering a wide range of services across the UK and of course has direct links with the International Red Cross Organisation. As a FESS member you would receive the training deemed necessary to operate as a part of the team and a range of additional training is offered for those wishing to broaden their knowledge and qualifications.

Appropriate uniform and personal protective equipment is issued to all members and although as a volunteer no payment is offered for services given, expenses incurred in the course of volunteering will be re-paid.

If you are looking to contribute and make a difference to members of the community in times of crisis, here is an opportunity that you may wish to consider. If anyone would like to know more or discuss detail do please make contact with me.

Yes, I am a member of the team and make no secret of the fact that I have welcomed the opportunity to continue being on call, responding to and being involved with emergency incidents.

Alan House



David being presented with a gift by Chief Admin officer, Bill Driver, (whose role David ultimately took), on leaving the Brigade in September 1980. Bill looks as though he is singing to David – a hideous thought!

David Howells

Davis Howells retired on 15 January and is now looking forward to what seems to be a busy retirement.

Keeping his JP role, David is now signed up for a 2 years course to gain qualifications in horticulture. Davis as many will know was a major player in keeping the Sports and Social Assn active and as a keen runner taking part in many marathon events, he will be in Sydney, Australia later this year taking part in the World Firefighter Games.

David actually did three stints in the fire and rescue service:

3 September 1973 to 15 April 1974, as 'Management Trainee', Hampshire Fire Service (Hampshire Fire Brigade from 1 April 1974). This was a secondment to assist with the merger of the three brigades.

15 November 1976 to 7 September 1980 as 'Senior Administrative Officer', Hampshire Fire Brigade

25 June 1990 to 15 January 2012 as 'Assistant Chief Officer (Finance and Information)'/'Director of Corporate Services', Hampshire Fire Brigade/Hampshire Fire and Rescue Service(from 1 April 1997).

That's exactly 26 years with the fire and rescue service out of 2 total of 38 years,4 months (and 13 days) total local government service in Hampshire. During that time the record shows that he didn't have to take a single day off sick. That's commitment and some good fortune!

David worked with five chiefs - CFOs': Archie Winning, George Clarke, John Pearson, Malcolm Eastwood, John Bonney; and five Chairman of the Fire Authority, (in its various guises), - Cllrs: George Brown, Norman Best, Mrs Liz Barron, Michael Cartwright and Royston Smith.

David's wife Elaine, (PMA member) and, who retired in the summer of 2011, did of course also work for the fire service and was involved with all of the meetings that took place leading up the 174 amalgamation of Hampshire, Portsmouth and Southampton (and indeed at one time the isle of Wight, briefly designated as 'E' Division.

David's retirement will, without doubt, leave a huge gap and without his style and vast knowledge of local government procedures and politics and indeed the fire and rescue service generally, the senior management decision process will be vastly different.

SNIPPET!



Phil Griffiths proudly showing off his raffle prize at the 2011 Xmas dinner. No further comment from me Phil!!

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.

Portsmouth City Fire Brigade Wives Club

When I opened the page of last months magazine and saw myself looking back at me, the memories came flooding back of our Wives Club at Copnor Fire Station, (sadly no more.)

We had a good number of wives attending the meetings and were entertained by china and undies sellers , other guest speakers, and have the "odd drink" in the bar afterwards.

We also organised a Grand Ball each year held usually at Clarence Pier which was always well attended. There we all were in our long posh frocks and the men in their smart DJs, Oh yes we pulled out all the stops and had a great time.

The names of some of the wives and husbands you may recall:-

Ken Martin (Stn Officer at Copnor) wife Iris and daughters Carole and Theresa,

Mick O'Connor (Sub Officer Southsea) and wife Norma,

Alan(Alfie)Lines (Stn Officer Southsea) and wife Gill,

Tim Mason (Stn Officer Cosham) and wife Betty,

Mick Murphy (ADO Copnor) and wife Ena (who was the lady in glasses in the photo) and she and Mick emigrated to Australia.

Sid Smith (BA Maintenance) wife Joyce and daughter Janice,

Pete Thompson (Fireman at Cosham) and wife Margaret who have recently joined the P.M.A.

Apologies if I have left anyone out, blame it on the memory.

Our Wives Club continued for quite a few years until numbers dwindled and we decided to call it a day. We did have some good times though!

After a meeting of the Wives Club at Copnor when my husband Jeff was on duty they had a call to a chimney fire not far away, so on my way home I decided to go and have a look. Not a particularly good idea as on arriving at the "Job" I was just in time to see Jeff walking along the ridge of the roof towards the chimney, needless to say I didn't stay and nor did I get much sleep that night either. I'm sure things arn't quite the same nowadays, (am I allowed to mention Health and Safety?)

Penny Hare.



Just Four Men

In 1981 the Fire Service Benevolent Fund purchased Harcombe House near Chudleigh in Devon for £2.5 million. They used it as a convalescent home and holiday bungalow site for Fire Service personnel & their families.

Dennis King, (Worksops and retained at Winchester, first visited Harcombe when his first wife, Wendy, was seriously ill and they were able to benefit from its facilities. Dennis met a group of fire service personnel who were acting as a voluntary work party at Harcombe, giving a week's free labour for the price of their board & lodging.

When Dennis returned home, he decided it would be a good idea to form a voluntary work group from Hampshire Fire Service members, so he set about looking for volunteers. So it was that the first, four man, Hampshire work party consisted of men all from C30 Winchester. Dennis King, Ken Jones, Dennis, (Jock) Stewart and the late John Barrett. This same group of people went back as volunteers to Harcombe annually to help improve the facilities.

The untimely death of John Barrett in 1986 meant that a substitute was needed, so into the group came myself who lived in the Winchester area but was serving at Basingstoke. Later on, Jock retired from the Fire Service and moved to Canada so his place was filled by Nick Haviland from Workshops. This group of four is the current team. Roy Brookes & Andy Allan, both of C30, have filled in on a couple of occasions, but Dennis, Ken, Frank & Nick have become the usual group of four, going annually to Harcombe as the Hampshire work party.

Over these 29 years the group have undertaken a variety of projects including the boring, but necessary, job of patio weeding and more



interesting tasks such as bridge building, forestry work such as clearing & tree planting, roofing, decorating, seat building, gardening, painting and many other tasks.

Over the course of these years, the Fire Service Benevolent Fund have made significant improvements to the facilities and grounds, including, in 2006, the addition of the splendid, £2.5million therapy centre.

Over the years these Just Four Men have seen Harcombe go from a basic manor house surrounded by scrubland to an impressive centre for rest & recuperation. These four and the previous members of the group have played a small part in this development with their hard work. Outside of their working hours, in Devon, the group has downed a few pints, met a lot of interesting people and had a lot of fun. Harcombe is a great place to visit.

I hope you and your families stay fit and well and do not need the recuperating facilities – but if you do need them then please do not forget they are there for you. The holiday cottages are there, at a reasonable cost, for all of us to use. Harcombe is a lovely place in great surroundings – I can strongly recommend it.

Frank Harris

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

Memories

Some photo album memories submitted by Stop Message readers



Recruits Course 1971 –
submitted by John Hatchard



Gosport circa 1991



RTA, now termed RTC –
(Collision), involving MGB,
attended by Titchfield/
Fareham. – submitted by
John Hatchard



Southsea Fire Station official
opening 7 November 1978



Smiths Corn Store, Middle Brook
Street, Winchester April 1967.
DCO Jim Flemming. Note the
mixture of Proto and Compressed
Air BA, the first signs of yellow
overtrousers being introduced
and the 'scale' style rank markings
worn by officers.



THE YOUNG ONES

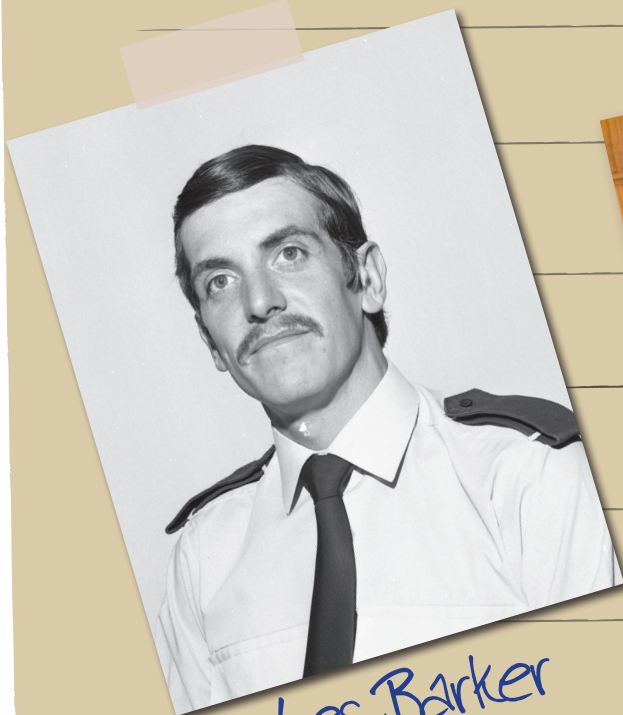
Continuing the theme of digging through the archives to find photos of our members in their early years, here is another selection of 'the young ones' for you to remember and perhaps make comment about!



Malcolm Eastwood (as ACO)
June 1985



Malcolm Anchin R3 77



Les Barker



Cosham Watch

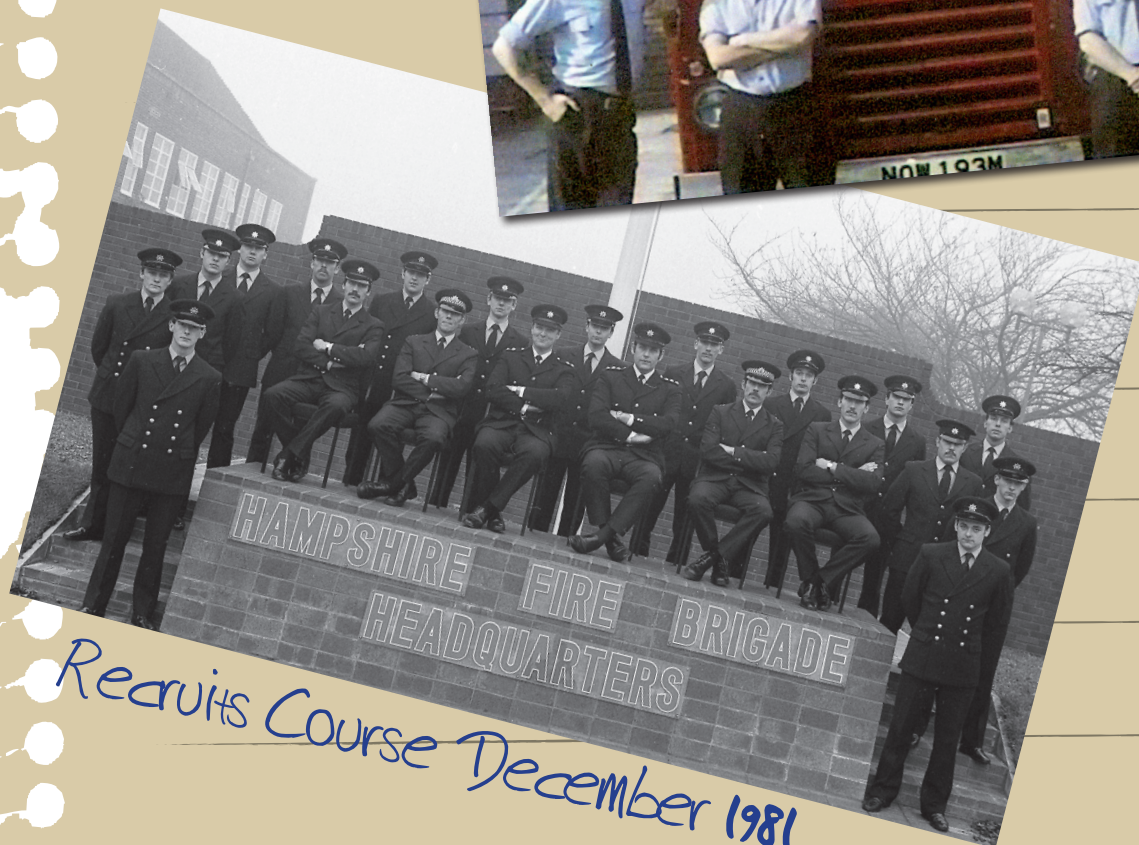


Simon Purnell



Mark Bates

Roy Marsh,
Les Thornley
& Alan Simpson
1974ish



Recruits Course December 1981



HFRS Happenings

General News

New breathing apparatus sets will be one the run in January 2012. The Draeger PSS7000 sets will replace the existing PSS100 sets that have been operational since 2003. The new sets will incorporate an updated version of the Bodyguard monitoring unit, a vastly improved back plate height adjustment system and will incorporate a new face mask. All sets will utilise 300 bar cylinders in place of the current 200 bar which will give a slightly longer wearing duration.

The biggest change will see two sets per appliance fitted with fully incorporated radio communications, the radio will be mounted on the cylinder cover and the face mask will be fitted with a push to talk system. The remaining two sets on each appliance will have Voice Amplification equipment fitted which will vastly improve communications BA teams.

The Eight 'Rescue Pumps' built by Emergency One, based in Scotland, all went on the run around Christmas. Currently in build at Emergency One are a further seven Rescue Pumps, two Mercedes Sprinter Small Fire Vehicles destined for Basingstoke and Southsea and a Land Rover L4P. (Ed: The first Landrover based 4-wheel drive vehicle not to be built in our own workshops, since they were introduced in 1958!) Also on order with Angloco and expected at the end of 2012 is a pair of Volvo FM11 ALP's to replace those currently in service at Basingstoke and at Redbridge

Two former Hampshire Volvo FL614/Saxon appliances are now on the run at Harare in Zimbabwe. The appliances in question are R366 TRV which was allocated to Basingstoke and Reserve and R369 TRV which was new to Petersfield and then Reserve.

Former Fire Stations

The former Winchester fire station has received a planning application for 47 one and two bedroom flats. Meanwhile in Portsmouth, the former Copnor fire station could become the site of a 50 bed care home.

Incident Update

9 August. Make pumps 10, former Joannas Nightclub, Southsea. A spectacular fire involving a derelict property on the seafront. The former Joannas Nightclub was well alight when crews arrived shortly after 17:30. Assistance messages soon followed increasing pumps to 4, 6 and finally 10. The attendance was – WrL x 2, WrT and ALP Southsea, WrL, WrT and SEU Cosham, WrL, WrT and MRV Havant, WrL and WrT Waterlooville, WrT Horndean, WrT Fareham, ALP Basingstoke, ICU Headquarters, WrTs from Portchester and Eastleigh as Command Support, WrCs

from Fareham and Eastleigh, USAR Team from Headquarters and the HVP plus support L4T Hythe and L4P Hardley attended. The stop message was sent at 18:50 the following day and read A derelict building 27m x 28m, of 5 floors and basement, building 100% by fire and in danger of collapse, HFRS in attendance for a further 24 hours, all persons not yet accounted for, 4BA, 2 ALP, 5 ground monitors and 1 jet in use.

19 August. Make pumps 10, Airport Industrial Estate, Portsmouth. Crews were called to Scope Leasing on at 19:49 and found a car repair centre heavily involved in fire. Attendance, WrL, WrT and SEU Cosham, WrL x 2, WrT and ALP Southsea, WrL Havant, WrT Horndean, WrL Fareham, WrT Wickham, RP Winchester, ICU Headquarters, MRV Rushmoor, FoWrC Fareham and Basingstoke. Command Support crews attended from Portchester and Eastleigh.

26 August. Make pumps 10, Lasham. For the third week in succession crews attended a make pumps 10 incident, although this time in the north of the county. Lodden Recycling in Church Lane, Lasham, a company that recycles used batteries was the scene of this protracted incident that lasted for five days. The initial PDA of two pumps from Alton was increased to 10 shortly after the first appliances arrived just after 17:00. Attendance, WrL and WrT Alton, WrL, WrT x 2, ALP, FoWrC and SEU Basingstoke, WrT and FoWrC Bordon, WrL Hartley Wintney, WrT Odiham, WrL Liphook, WrL Farnham (Surrey FRS), ALP Reading (Royal Berks FRS). Numerous appliances attended this incident for relief duties over the next four days with the stop message being eventually sent at 13:44 on the 31st August, a single storey building of steel and concrete construction, approximately 80m x 40m used as a battery recycling depot and parcel distribution centre containing 300 tonnes of waste batteries, vehicles and parcels, building and contents severely by fire and collapse. In addition a total of 8 light and heavy goods vehicles located in adjacent storage area also destroyed by fire, slight smoke and heat damage to two additional industrial units, 8 jets, 2 monitors, 150+ BA used for fire fighting, water shuttle, HVP and hydrants in use. Fire water runoff diverted using Environment Agency equipment and recovered by specialist contractor. All equipment and appliances made up, final re-inspection by Basingstoke crews at 16:00

2 November 2011 - Grays Interiors, Chapel Lane Totton. A large fire destroyed an industrial unit on the outskirts of Totton. Crews were mobilised at 0240 and soon requested assistance including seven pumping appliances and two ALP's, one from over the border in Wiltshire. The stop message was sent at 1317, 'fire involving a two story building consisting of two properties, 25m x 30m, part brick and part sandwich panel construction, fire involving ground floor, first floor and roof space, 4 jets, 40BA, 2 ALP monitors'. Attendance: WrT Totton, WrL and ALP Redbridge, WrL Lyndhurst, WrL Hythe, WrL, WrT and SEU St Marys, WrT as SEU support pump, WrT Hightown, WrL and ALP Salisbury, RP Winchester (CAFS), WrL Southsea (from standby by at Totton), ICU Headquarters and MRV Eastleigh.

13 November - Make pumps 8, Thatch roof Fire, South Lane, Buriton Near Petersfield. Crews were mobilised at 1909 to a fire involving thatch property measuring 30m x 12m, 100% of thatch involved in fire. Attendance: WrL and WrT Petersfield, WrT Horndean, WrL and WrT Waterlooville, WrC Bordon, RP Winchester (CAFS), WrL and MRV Havant, WrL, WrT and SEU Cosham, ICU Headquarters.

26 November - Thatch roof fire, Lilac Cottage, Monxton, Nr Andover. Crews were mobilised at 1909 to reports on a chimney fire in a thatched property but en route were informed that the roof was involved. Excellent work by the initial attendance using CAFS contained the fire to a small area around the chimney. Pumps were made six as a precaution. Attendance RP and WrT Andover, WrT Overton, WrL Alresford (en route to standby at Andover), WrLR Amesbury and WrLR Ludgershall (Wiltshire FRS), SEU and RP as support pump Winchester, FoWrC Basingstoke and ICU Headquarters.

29 November - Make pumps 6, Tremona Road, Southampton. Crews were mobilised at 2145 to a fire involving a domestic dwelling 10m x 15m, fire in roof space. Attendance RP and ALP Redbridge, WrL, WrT and SEU St Marys, WrT Hightown, WrT Romsey, WrL and MRV Eastleigh, ICU Headquarters

Coiln Carter
Guest Contributor



February 1982 with Bedford Watertender, FPO 601X, issued in December 1981 and in service until replaced with the final fire engine to serve Titchfield, Dennis RS, C846YCR

Past Times

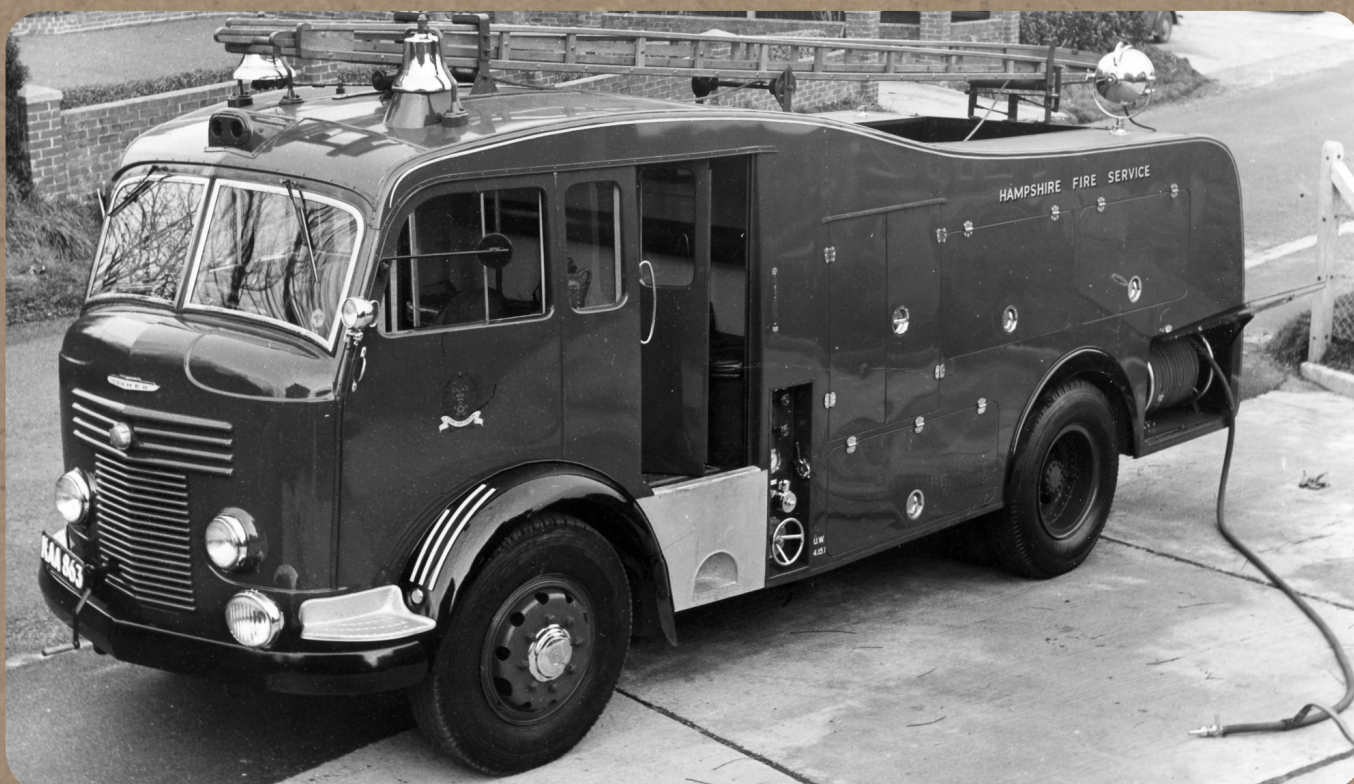
Focus on Titchfield Fire Station

The origins of a fire station in Titchfield were not established for the purposes of this article but certainly dates back to 1908 but indications are that an organised fire brigade existed pre-1900. becoming part of the Fareham Borough Fire brigade as a result of the Fire brigades Act 1938 and then on the formation of the National Fire Service on 18 August 1941, becoming part

of the B Division of Fire Force 14, designated Station 2Y, (14B2Y), Re-designated as B27 under the Hampshire Fire Service in 1948, the station continued in existence until, after a hard fought campaign by the station personnel it was closed at 1200 hrs on 18 January 2000. The last turnout from the station, being a call to the M27 motorway, at 1449 on 17 January.

Crew on parade on station opening day





Commer Watertender, KAA 863, one of 5 built by Hampshire Car Bodies, Totton and issued new to the station, until replaced by a Bedford TK, in April 1968.



Personnel of the station when under to control of the National Fire Service and in property owned by Fareham Borough Council which was handed back to them on the opening of the new station in 1952.



The opening of the then new fire station in Southampton Hill took place on 26 July 1952, this being the first new fire station for the Hampshire Fire Service. Designed by the County Architect, Mr Simpson Low, it was officially opened by the Chairman of the Fire Service Committee, Lt Col A de P Kingsmill DSO, OBE, MC, supported by the Chief Fire Officer A W Paramor OBE. The evening of the opening ceremony saw the station personnel entertain the principal guests for dinner following which there was a 'social gathering' at the Parish Hall.



Snippets

Back Copies of 'Stop Message'

Some have asked if there are any back copies of our magazine available. The answer is 'Yes' but only while stocks last. These are available from the editor as the price of £1.50 per copy to cover postage etc.

PMA ties and Lapel Pins

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

Tie: Cost £5 –
plus 70p for postage
Lapel Pins: Cost £3.50 –
plus 50p for postage.

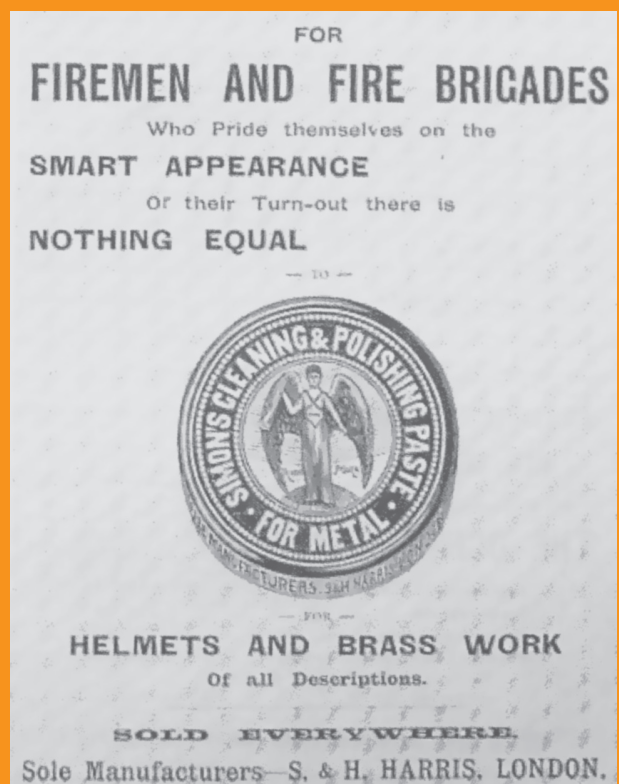


Farnborough Air Show temporary fire station, believed 1972. Farnborough Landrover, with top removed and Farnborough Bedford 'TK' WrT and unidentified Bedford 'S' WrT.



Our Tribute

The PMA will place flowers on the 'Final Salute' memorial, located at the entrance of the Fire and rescue Service Headquarters Eastleigh, each year on 14 July. This date was chosen to commemorate the date of the unveiling of the memorial. Additionally those recorded on the memorial who lost their life during World War 2 will be remembered each Remembrance Sunday.



Keeping firemen and fire engines shiny in 1900, 'Simons Cleaning and Polishing Paste'

Moving on to Pastures New

Geoff Davey 31.07.11

Firefighter, Andover
27 years 9 months

Kevin Butcher 31.08.11

Assistant Chief Fire Officer
Headquarters - 35 years

Selina Green 20.08.11

Firefighter, Southsea
7 years 11 months

Lindsey Meenaghan 31.08.11

Schools Fire Safety Instructor
6 years

Anthony Cannon 13.09.11

Retained Firefighter, Petersfield
5 years 8 months

Steve Tolley 23.09.11

Retained Watch Manager,
New Milton - 35 years 2 months

Nigel Stockwell 30.09.11

Retained Crew Manager, Hamble
30 years 4 months

Clare Murphy 30.09.11

Graphic Designer, Headquarters
9 years 6 months

Glenna Greenslade 30.09.11

Admin Support 5 years 9 months

Keith Howard 30.09.11

Retained Crew Manager
Grayshott 20 years

Daryl Sharp 30.09.11

Retained Firefighter, Hayling
Island 14 years 10 months

Paul Jenkins 12.11.09

Retained Firefighter, Grayshott
24 years 1 month

Daniel Reeve 13.11.11

Fire Control 8 years 1 month

Conrad Jordan 23.11.11

Crew Manager, Andover
26 years 8 months

Michael McCrossan 10.12.11

Retained Firefighter, Lyndhurst
30 years 6 months

Kym Carr 16.12.11

Fire Control 12 years 10 months

Tom Carr 17.12.11

Group Manager, Southampton
30 years 2 months

Geoff Swinbourne 17.12.11

Storekeeper 5 years 7 months

John Wilson 31.12.11

Station Manager, Fire Safety
32 years 9 months

Martin Nicol 31.12.11

Station Manager, Fire Safety
33 years

Graham Tucker 31.12.11

Retained Watch Manager, Officer
in Charge, Burley
38 years 6 months

Kevin Oxlade 10.01.12

Group Manager, Fire Safety
30 years

David Howells 22.01.12

Director of Corporate Services
(two separate periods of service
since first joining in 1973),
totalling 38 years 4 months

On 31 July 2011, the Emergency Catering Team based at Service Headquarters was disbanded as part of cuts within the Service.

At the time of disbanding there was a total of 18 members of the team, some of whom were working on secondary contract and so continue to have employment with HFRS in some capacity.

Those who were solely employed to be a member of the team were:

Colin Mockett*
Carol Mockett*
Ian Yaldren*
June Yaldren
Dave Boulter
Stuart Runciman
Mick Phillips
Pete Abraham*
Debbie Evans*
Phyllis Hurle*

* Original members of the team serving a total of 13 years 6 months.

An article about the team and the history of catering at incidents will appear in a future magazine.

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:

John Kingshott

On 03.07.11

Aged 76

John served as a Leading Fireman until 1966.

Marty Coles

On 9 August 2011

Marty was the serving Watch Manager in charge of Wickham Fire Station and additionally served at Botley.

Charlie Beebe

On 12 August 2011

Aged 89

Charlie served as a Fireman at Woolston Fire station, having originally joined the Southampton Fire Brigade. In 1976 he retired to serve in the Brigade Stores until his final retirement in 1986.

Elliott Harding

On 21 August

Aged 24

Elliott who sadly died as a result of a road accident, served his apprenticeship at the Fleet Maintenance Centre, (Workshops), before leaving to progress his career in February 2009.

Alan Pocock

On 26 August 2011

Alan was originally a member of the National Fire Service on the Isle of Wight before transferring to the Portsmouth City Fire brigade in 1948. He retired as a Sub Officer at Copnor in 1975. He was living in New South Wales, Australia.

Chris Thompson

On 17 September 2011

Aged 85

Chris served as a Fireman at Eastleigh Fire Station, before going to Headquarters, (Winchester) as the Chief's driver until his retirement in 1981.

Frank Brewer

On 2 December 2011

Aged 79

Frank joined the Portsmouth City Fire brigade in 1955 and retired as a Station Officer in May 1982

Fred Ellis

On 16 December 2011

Aged 68

Fred served as a Firefighter at Hamble Fire Station until May 1993

Ernie Howls

On 13 December 2011

Aged 76

Ernie served as a Fireman at Gosport.

Jon Johnson

On 1 January 2012

Aged 61

Jon originally joined the Portsmouth City Fire Brigade and served as a Firefighter at Southsea Fire Station until his retirement in July 1999

Lest we forget

STOP MESSAGE 27

PMA trip to Amsterdam December 2011



**Note that we are all
queuing to get on the
LOVERS canal boat trip!**



**And, Les and Linda Simmons
assured us that they really
were looking for a quilting
shop. Yeah right, you two!**