

STOP MESSAGE

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



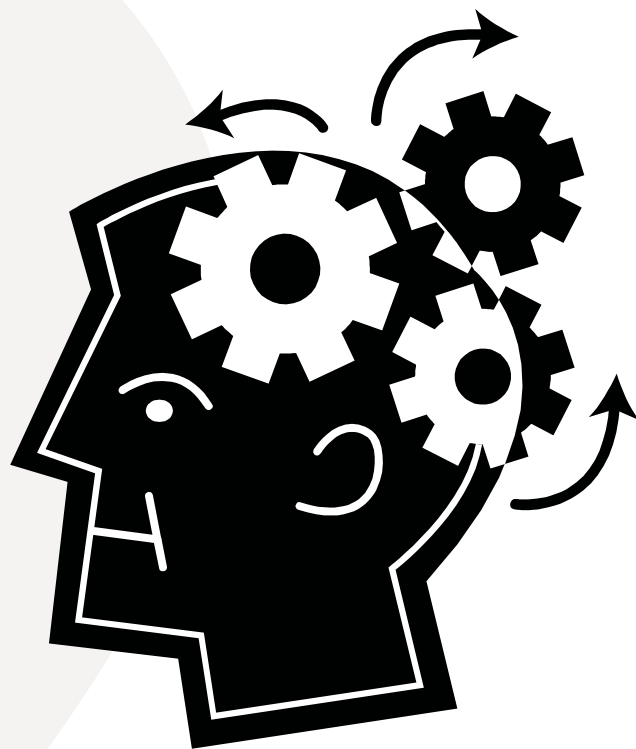
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***New Forest crews tackle
thatched roof fire
Portmore, Lymington
Dec 1986***

Brains of Britain

Test your brain with our music quiz and sudoku puzzle!



MUSIC QUIZ QUESTIONS

1. Whose first hit record was 'Shake Rattle and Roll' in 1954?
2. From which Musical do each of the following numbers come – a: Good Morning Starshine b: The Music of The Night and c: I Dreamed a Dream?
3. The first line of which song is: 'I was born in a crossfire hurricane'?
4. Can you name the song that Eric Clapton wrote about Patti Boyd?
5. Which singing group took their name because they were all huge Manchester United supporters?
6. 'Yellow Submarine' and 'Penny Lane' were each released as double A sided singles by the Beatles – can you name the other sides?
7. Which song was a hit for both Queen and The Platters?
8. Pomp and Circumstance March No 1 by Sir Edward William Elgar is better known as what?
9. How is Annie Mae Bullock better known?
10. Can you name the lead singers of the following bands – a: Nirvana b: Blur c: The Sex Pistols?

Submitted by Ann Bone. Answers on page 25

SUDOKU

Fill the grid so that every column, row and 3 x 3 square contain all the digits from 1 to 9

					2		4	
		1		5			7	3
4	3		7		6			
						8	5	7
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						4	9	2
3	4		6		1			
		6		2			8	9
					3		6	

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: Not much changes when tackling fires involving thatched roof, except perhaps the style of fire kit worn and the ladders used. No more wooden ladders. Compare this fire in Portmore, nr Lymington 7 December 1986 with those taken in 2012 as illustrated on the Past Times page.



STOP MESSAGE



Welcome from the Editor



What a wet start to the forthcoming summer months. It seems that all that has to be done is to announce a drought and introduce hose-pipe bans to resolve what started to be a bit of a dry period with the associated heathland fires.

Its interesting to consider that Hampshire has not had a traditional Spring 'silly-season' for several years now and whilst surrounding

counties, Dorset in particular have their share of large heathland and forest fires, for some reason Hampshire does not. This of course is good for the public and the environment, but does also introduce the possibility of a knowledge and experience gap as those who have spent many years trudging about around the dusty blackened heather, peat and gorse, leave the service. It's been quite a while since responding crews and indeed officers had to plan and execute an attack on a developing large area of the countryside on fire in the county.

News broke in March that London Fire Brigade is to outsource its Control Centre, with the award of the contract to handle London's 999 calls, despatch fire appliances and support incidents going to Capita. This will be the first outsourcing of an emergency response provision. The world of the fire and rescue service is changing faster than some realise. Watch this space!

Finally, as we move towards 18 June, I am sure our thoughts will be with all the families of Alan Bannon and James Shears who lost their lives in Shirley Towers in April 2010 and those members of the Service who will be called to evidence in the Coroners Inquest into the incident. This will have a huge impact on all.

Until the next time.....
Alan House

Driving in

Although there were steam driven vehicles on the road before, the first petrol driven vehicle appears on the streets of the UK in 1894.



The first purpose built petrol driven fire engine came along in 1904. Prior to the introduction of petrol driven vehicles following alarm at the growth of huge steam hissing vehicles mixing on the roads with horse-drawn vehicles resulted in the introduction of The Locomotion Act 1865, which then became known as the Red Flag Act, limiting the speed of motorised vehicles to 2 miles per hour in built-up areas and 4 miles per hour elsewhere. One requirement was that when in motion a vehicle must be accompanied by a person carrying a red flag walking 60 yards in front of it to warn others.

This was then changed in 1895 allowing vehicles of less than 3 tons to not need the person with the flag and being permitted to travel up to 14 miles per hour.

As vehicle technology improved so too did the popularity of ownership. Initially anyone could purchase a car and immediately drive it on the road, without any form of test and it was not compulsory to have the vehicle insured. All that was necessary was to purchase a Driving Licence from a Post office at the cost of 5 shillings. In 1930, The Road Traffic Act required vehicles to be insured and in 1931 the first Highway Code was published. One of the reasons for this introduction was the greatly increased number of accidents, resulting in deaths and injuries. At the same time a driving test was introduced for public service vehicles, although not compulsory in all cases and practical tests were introduced for lorry drivers.

Britain

Licences and Driving Tests



Petrol ration booklet and vouchers issued as a result of the 'Six-day War', involving Israel 5 to 10 June 1967

Things changed in 1934 when a new Road Traffic Act required all drivers to take a test, however as there were so few testing centres were in place so the Act was not enforced! This was thought through and on 1 January 1935 it was decided that it would be compulsory for all drivers who had purchased a licence on or after the 1 April of the previous year to take a new driving test. To counter previous failures, 250 examiners had been appointed, even though most did not have test centres to work from, with a mutually agreed meeting point being agreed between the examiner and the candidate.

Those having acquired their licence before 1 April 1934 did not have to take the test and this was never made retrospective. The examiner would check the candidates licence and the insurance certificate for the vehicle. 'L' Plates had to be

fitted had to be fitted front and back of the vehicle. Questions on a new Highway Code were asked and a practical driving test conducted. A system of testing that was then to stay in place for decades. Tests were suspended upon the outbreak of World War 2.

In 1956 the price of the driving test doubled from 10 shillings to £1. The following year, due to the petrol shortage caused by the 'Suez Crisis', tests were suspended and provisional driving licence holders were permitted to travel unaccompanied. Examiners were employed to help administer the rationing. Test re-commenced on 15 April 1957 and have continued without exception ever since. The cost of taking a test today is £31 for the theory test and £75 for the practical test. A provisional licence will cost £50 and renewals will cost £20 until 70 yrs of age.

“BROADSWORD CALLING DANNY BOY”

Back in the summer a serving member of the fire service was explaining to me how the new radio scheme operates on a mobile phone kind of principle and that every time an appliance radio is turned on the brigade is charged for it.

At least, that's how I understood what he said. I was informed that emergency services radios have moved forward in leaps and bounds from what I would have known. Radio certainly has come a long way since Marconi's early experiments at Calshot Spit and I don't just mean in two-way radio communications. The sort of radio public broadcasters use have become so reliable and cheap they are now just another throw-away commodity.

I have always been an avid fan of radio and have fond memories of Luxemburg 208 “Your Station of the Stars” and also the offshore pirate stations of the mid sixties, especially my favourites, Radio Caroline and Radio City. There was also a Radio Essex which played a lot of American music that you couldn't hear anywhere else in England. I guess my favourite radio broadcaster was Brian Mathew who is still on Radio 2 for a couple of hours every Saturday morning. I had the great privilege of meeting him in 1965 when a few of us managed to get tickets for Saturday Club when it was broadcast from Southampton Guild Hall as part of BBC Week.

Radio has always tended to fascinate me and in my early teenage years I successfully constructed one or two that actually worked, for a while at least. From time to time a neighbour would give me an old wireless set that had seen better days and I would spend hours fiddling around trying to get it to work, usually without any success which was probably why I was given it in the first place. My greatest success was in blowing fuses in the

house after which my hobby usually suffered a setback when my father confiscated the old sets and disposed of them – until I was given another. I also tried my hand at getting old TV sets working again but these had a tendency to catch fire. I remember my father once asking me if I had ever considered taking up fishing and he actually offered to buy me a rod.

The old wireless sets could be something of an art to get going. The aerial had to be long enough, the set needed to be earthed and you either needed fully charged batteries or to have it plugged into the mains. After it had been turned on you waited a while before any sound came out. I still have a radio like that - it's a DAB set. It consumes batteries like there's no tomorrow so I keep it plugged in but then it's no longer a portable radio. You press buttons, twiddle a knob and wait for around 30 seconds before you hear anything. So much for progress! Mind you, you can listen to a few gems on DAB such as The Goons, Hancock and the Navy Lark.

For some reason, mention of the Navy Lark reminds me of Lyndhurst and of the contribution we made to advancement in telecommunications. Pull up a sandbag and I'll tell you a story!

This story starts in about nineteen seventy five when a number of pumps were issued with a pair of Burndept radios. I suppose these could be described as the first modern hand-held radios used by the fire service in Hampshire.



Demonstration for the Public Protection Committee: Moonhills near Beaulieu: 26 August 1983

They were really quite useful and made a big improvement to fire ground communications. So far as I remember they had three main channels which could be used as follows:

- **Handheld radio to handheld radio**
- **Handheld radio to the main appliance radio**
- **Handheld radio to fire control**

As I understood it, the message was sent from the handheld to the appliance radio which re-broadcast it on the main scheme.

You needed to be careful when selecting channels on the Burndept radios otherwise general fire ground chit-chat would end up being heard by the whole brigade. On more than one occasion a colourful description of how fast a fire was spreading has been heard by the whole county. Also messages such as “watch out, the DC’s on the prowl” were not appreciated by everyone.

The problem with the Burndept radio was a lack of range. However, to their credit, the brigade’s communications officers set their minds to work to find a solution.

Fast-forward to 18 August 1983:

It was a lovely summer morning as we set out in the water tender for a pre-arranged meeting with brigade communications officers at the old Stoney Cross aerodrome where we were to be introduced to our new toy in the shape of a large helium filled communications balloon. After a briefing and some preparation we sent the magnificent flying machine soaring aloft on its maiden flight, the location at Stoney Cross being somewhat appropriate.

The balloon was 20 – 25 feet in length and resembled a barrage balloon. It’s operational height was about two hundred feet above ground level at which height it was tethered by two lines secured to ground anchor pins to stop it flying away.

A UHF repeater radio pack was slung underneath and two white aerials which resembled bicycle pumps hung down. The purpose of the balloon was to ‘bounce’ radio signals between handheld radios in order to improve their range, supposedly to about seven miles. The balloon cost £1,800 although I don’t recall whether this included the radio repeater pack.

After a few tests one of the communications officers drove to the far end of the aerodrome, about two miles away, to carry out more tests followed by a further test from the Linwood – Bolderwood road, a distance of three miles. All the tests proved successful and, like all firemen with a new piece of kit, we were looking forward to taking the balloon back to station with us but that was not to be because transport was not yet available for it.

A week later the balloon went on the run at Lyndhurst and after we had all had a sniff of helium and done the funny voice bit we carried out a second flight and further training. Now, one of the strange things about the New Forest is that, no matter where you are or what you are doing with a fire appliance, an audience quickly gathers, seemingly out of nowhere. On this second flight a

couple of lads arrived on their bicycles and one of them took a shot at the balloon with a catapult but missed. They were promptly 'given certain advice' about going away which they heeded. On this drill the balloon suffered minor damage when the breeze lifted one of the fins and flopped it across the end of a ground anchor pin just as the sledge hammer was descending. This caused a half-crown size hole which needed patching.

It took three large helium cylinders to inflate the balloon at a cost of £120 per inflation so needless to say, we could not do this too often. For training we used to inflate the balloon by using an industrial vacuum cleaner that had been converted to blow instead of suck. We would then suspend the balloon from the drill tower with lines so the radios could be got to work. Rudimentary, but it was adequate for training purposes.

During the afternoon of 26 August 1983 Roger Green and I took the balloon to Moonhills near Beaulieu to demonstrate this wonder of technology to the Public Protection Committee. Again, it was a lovely day and Roger and I soon had the balloon aloft, using the two-man drill we had developed on station. Before the PPC arrived the communications officers carried out further tests, including an unsuccessful attempt to contact someone who had been sent to the top of Fareham's drill tower which is about seven miles from Moonhills. The Public Protection Committee arrived with the Divisional Commander and they all seemed impressed. I am pleased to say that I took my camera with me on this occasion and managed to record the event for posterity.

Just a few words about the balloon tender in case anyone is interested. The DC had fought long and hard to obtain a Landrover to be based at Lyndhurst for use by officers at difficult-to-get-to incidents in the Forest. He was eventually successful and what was known as a Reconnaissance Landrover took up residence. However, as soon as a set of wheels was needed for transporting the balloon the Recce Landrover quickly became a Balloon Tender. The DC was much displeased and he expressed his views during the Moonhills demonstration. (in case

anyone is interested, the registration number of the balloon tender was 393 LOT). Ed: originally issued to Alton as L4T.

I recall only one incident at which the communications balloon was used operationally and that was in Gardeners Lane near Ower during 1984. It may have been used at other incidents but I don't recall any. Not too long afterwards the balloon was transferred to Eastleigh, (Ed; January 1986) and a year or two later it was withdrawn from service and consigned to history.

The communications balloon was a short-lived fire service oddity which served a purpose. Few people had any direct involvement with it and possibly not many of those will remember much about it – and I expect there were a lot of people who never even knew it existed.

Advances in communications are unceasing. There are computers in fire appliance cabs, mobile phones get ever smaller and have more gadgets, satellite communications are commonplace and radio signals are beamed into darkest space in the search for intelligent forms of life.....

.....yet I still can't get a decent Vodafone signal!

Happy Listening .

Ken Davis

Ed: Broadsword Calling Danny Boy? Richard Burton, in 'Where Eagles Dare'.



Dennis Canteen Van 'Miss Lee' built for London Fire Brigade 1935

Feeding at Incidents

I started to write an article in tribute to the Emergency Team, axed by HFRS in 2011 and to the personnel from Winchester who provided 'Stage 3 Feeding' before them and I soon realised that the untold story was bigger.

Too big to place in one edition of Stop Message and so to do the subject justice, this is the first part of the story.

The feeding of firemen at the scene of a large or prolonged fire was not something that resulted in any purpose-built vehicles prior to World War 2 with just a couple of exceptions, as far my research has established.

The feeding of fire crews did take place, but generally on an ad-hoc basis, usually with the help and generosity of local residents and businesses, or by crew relief arrangements switching personnel at the

scene to allow return to the fire station or to individual homes, followed by a return back to the scene. A glass of beer was often the 'refreshment' offered going right back to the early days of organised fire brigades!

The 2 notable exceptions (as known to me), were the purpose-built Canteen Van, built by Dennis Bros for the London Fire Brigade in 1935 and the combined Emergency Tender and Canteen Van, built on a Leyland Cub chassis for the Birmingham Fire brigade in May 1939 and which had hardly entered into service when war was declared on 3 September 1939.

The London Fire brigade Dennis, nicknamed 'Miss Lee', derived from the cockney rhyming slang for tea being 'Rosie Lee', was a specially built body on a Dennis Ace chassis with nearside and rear openings providing serving counters. Equipped with water boilers with primus burners to heat them and an oven with a capacity for up to 100 meat pies, together with a water tank, sink, draining board and cupboard stowage for mugs and tins of biscuits, the vehicle could be mobilised to large incidents for feeding firemen at the scene of a large or protracted incident. It saw service throughout the period of World War 2.



Canteen Trailer as donated by the Firemen of Connecticut to the Firemen of Great Britain. Note the policemen – some things never change when a cuppa or food is on offer!

The Birmingham Fire Brigade dual-purpose vehicle carried a range of rescue equipment, including oxygen breathing apparatus, resuscitation equipment, stretchers, searchlights, oxy-acetylene cutting gear, and electrically powered equipment, including a saw, operated by means of an on-board generator.

The canteen compartment positioned immediately behind the driving cab had 2 half-doors on each side, with the upper half being top-hinged to provide a canopy over the serving tops arranged on the lower doors. A multi-burner stove utilising acetylene gas for providing hot drinks was also installed. Unusually it carried a 40 ft extension ladder on its roof and, it was painted dark green, rather than the more usual colour red.

It was the lessons learned from the commencement of serious air-raids during the summer of 1940 that showed the need to provide refreshments to members of the fire service engaged at the large and prolonged incidents that were occurring. In the beginning, reliance was placed on the provision of refreshments organisations such as the Women's Voluntary Service, (WVS), the Salvation Army etc, with some local authorities providing their own hurriedly converted or constructed vehicles.

Early vehicles were mainly of the 'tea wagon' type and some had the facility to make sandwiches on site. As 1940 progressed and the heaviest raids

were experienced in November and December, the capability of organisations external to the fire service, who were also engaged with feeding other responders and the general population, proved to be unsatisfactory.

As a result of a visit to the London and Croydon fire brigades, by a government official from Canada, so sprang the idea to raise funds to provide feeding units for issue to and operation by the fire service. The first such gift, a trailer mounted kitchen unit, produced in England but funded by the residents of Guelph, Ontario. It was officially handed over to the Home Secretary in January 1941. There then followed a number of such funded trailers and vehicles built in England as Canteen Vans and Mobile Kitchens to be operated by the fire service.

These gifts from communities, societies, companies or individuals came mainly from Canada but also from the USA and to a lesser degree other countries. Notably, the Canadian Red Cross acted as an agent to provide units funded from Canada and assisted with the provision of 36 purpose-built mobile kitchens.

These vehicles were designed by Canadian kitchen experts, fitted with Canadian manufactured coal-fired stoves but built in the UK. The first of these much needed vehicles was presented to the Home Secretary on 21 August 1941, with each vehicle costing £700 to build.



Leyland combined Emergency Tender and Canteen Van built for Birmingham Fire Brigade 1939.

The residents of Guelph, Ontario, continued their support via the 'Guelph Daily Mercury Air Raid Distress Fund', providing a further 28 mobile canteens of various design. The Order of the Eastern Star, Toronto, a woman's Masonic organisation funded at least 19 Mobile Kitchens. Fire service mobile kitchens were usually crewed by 4 women, one of whom was designated in charge and one a driver, unless a male driver was achievable from available resources.

In some cases the crew was provided with the co-operation of the WVS but if such arrangements could not be achieved, a fire service crew would respond. A specific course was developed at the National College of Domestic Subjects, for women likely to crew these vehicles and it was desired that women attending the course 'should have experience of cooking'.



Fordson Mobile Kitchen as donated via the Canadian Red Cross

Control of food stock was, in the main, conducted by the Ministry of Food, although local supply was also permitted for fresh produce. When mobilised, the Mobile Kitchens would be accompanied by van containing additional supplies and which could then be used to secure further food supplies or coal for the cooker, to enable the kitchen to operate at the scene for prolonged periods.

Although issued primarily for fire service use, part of the basis for issue was that they could also be used by on-duty police in the locality.



Austin Mobile Kitchen following presentation at Testwood School, Totton, then a NFS Training School

Fire service Canteen Vans and Mobile Kitchens were put to good use for the remainder of the war years either at incidents or at Reinforcement Bases.

As the NFS downsized after the cessation of hostilities, some vehicles were sold at auction, others were placed into stores operated by the Home Office Transport and Supply Organisation. Vehicles in storage only two emerged once again to be issued for use by the Auxiliary Fire Service and the wider Civil Defence Corps, as part of the Civil Defence Organisation during the 'Cold War' period of history, with a number of new purpose-built vehicles eventually being built and issued to replace the ageing and tired World War 2 issue vehicles.

Alan House

To be continued...



Blue Watch Southsea Twinning with Essen-Kettwig Fire station

In November 1985 4 firemen from Kettwig fire Station, Essen, Germany drove to Portsmouth to see HMS Victory.

In November 1985 4 firemen from Kettwig fire Station, Essen, Germany drove to Portsmouth to see HMS Victory. One of their number, Gunter Bauerdich was making a model of the ship. Whilst in Portsmouth they decided to stop into Southsea, the local fire station to introduce themselves. I was on duty with Blue Watch.

Following introductions, in broken English they explained why they were in England. Sub Officer Dave Jones decided that we could probably help them;

we took them to HMS Victory where the ships crew presented our German colleagues with a copy of the original ships plans and an original piece of 'Victory' timber to build into the model.

Once the Blue watch shift had finished for the day, we invited our guests for a drink in the station 1800 club bar. At the end of their visit, they invited Blue Watch to visit them in Germany. This was the start of a friendship that has now lasted 26 years.

In the first year or two the visits were conducted in a formal, business like manner but we soon decided to make our friendship informal and an annual social event. Over the years we have enjoyed many and varied activities and challenges with the Sieger (winners) trophy being presented each year to the winners. Many deep and lasting friendships have been forged between our communities leading to private visits, shared holidays and family occasions.

Two years ago we were presented with the 'Victory' coin which must be shown when requested; failure to carry and show it results in a fine.

Over the years we have always taken it in turns to host annual 'stag' weekends in our home towns. No-one believed it would continue for long but at year 5 we held a special celebration involving our wives to thank them for supporting us and to mark this unthought-of milestone date. This went so well that we decided to repeat it on the anniversary of every 5 years friendship.

In 2010 we celebrated 25 years of our twinning; I was elected organiser with my very good friend Udo Visscher, my opposite number in Germany. We decided that the group would share the cost and celebrate at a neutral venue which our wives could choose. We decided that their options would be: a city break, a beach break or snow break. Unanimously our wives chose a snow break.

We flew from Southampton to Dusseldorf, arriving late in the evening; we were met by our German comrades, their wives and a coach ready to start the next leg of our journey south. The coach was fully stocked with hot drinks, snacks and beer, the celebrations started. We arrived in a snowy Tannheim at 0700. Rooms were allocated and the timetable commenced. Fortunately for us, throughout the weekend the weather was superb, blue skies, snow all around, light winds and approximately -11 degrees (t-shirt weather).

The full programme of events ensured we made the most of the entertainment opportunities Tannheim offered, skiing, tobogganing, walking and sightseeing from the mountain tops, as well as excellent hostels and restaurants.



The Tannheim Valley

On the Sunday night, our final night in Tannheim, Udo and I had arranged a meal and presentation evening in a private room at the town's prestigious Schwarzer Alder (Black Eagle) Hotel.

On walking to the hotel we were surprised to be stopped and greeted by a large crowd of local people, the OiC of the local fire Station and a fireworks display in our honour, supplied and paid for by the town and the Austrian fire Service. This was truly an honour. The rest of the presentation evening was the crowning glory of the weekend, excellent food in a superb setting with good wine and very good friends.

Where do we go from here??? The only limiting factor is, our imagination, ability and how long we live.....
We are though our planning our 30th Anniversary

Chris Lunn

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.

Alan

A snapshot memory of the admin staff at Hampshire Fire Service HQ, North Hill House, Winchester, in the early 1960s: The admin staff consisted of Jack Duffett (Chief Admin Officer), Geoff Moore and Walter 'Scottie' Scott (Personnel), Arthur Munnoch and Bunty Pritchard (Finance), Derry Parsons, 'Bomber' Wells, and their boss Arthur Palmer (Supplies), Elaine Gilbert (Howells) in the post room and, later, Frank Wightman in Fire Prevention. And that was more or less it! Only certain staff 'qualified' for a ballpoint pen. When they wanted a replacement, they had to produce the used one to a supplies officer. In addition to his office day-job, Bomber Wells used to run the bar in the basement of the fire HQ at North Hill House in the evenings and actually lived on the premises, in a lofty room.

Elaine Howells



Southsea Fire Station is hosting a social gathering for ex B Division personnel on Saturday 29 December from 7pm. Dress code is smart/casual there will be no speeches or disco but an evening of social banter.

Bring your partner's photographs and stories!

For catering purposes contact:

Derek Wynne: derekwynne.fireflight@talktalk.net Tel: 02392 816678

Pete Kavanagh: kav9109@aol.com Tel: 02392 783585

Steve Thomas: stephen.thomas23@ntlworld.com Tel: 02392 388337

Chris Lunn: chris.lunn@ntlworld.com Tel: 01243 377557

There will be a small charge of £2 to cover bar staff and buffet

Hi to everyone in the Hampshire FRS Past Members Association,

My name is Richard Goulding and I served as a Retained Lff at Andover station from 1985 until 2001, when I upped sticks and moved to Holsworthy in Devon and joined Devon FRS (now Devon and Somerset), where I am still serving today.

11 years have past quickly bye since my move, but on drill nights and on jobs I can still be heard to remark " We didn't do it like this in 'Ampshire".

One of main bugbears of my new Service is the Fire Ground Feeding, Oh how I wish I could be back in Hampshire and sit on a windy winters night in inflatable shelter away from the elements, and eat sausage, egg and beans, and soup on a hot mug of tea. 20 minutes away from the hurly burly of the fire ground. It would set you up for many more hours toil at the work face. Alas, not in Devon, and how on incident debrief I have praised the Hampshire Canteen Van and tried, in vain, to impress on senior officers the merits of good Fire Ground Catering.

And so it was with great sadness that I read in your 'Stop Message' publication that the personnel of the Emergency Catering Team had been disbanded last July, due to cut backs. No more can I sing my praises to Hampshire's Fire Ground Catering. You have been brought down to our level, and not us up to yours.

Thanks to all the personnel of the Emergency Catering Team, unsung heroes in my mind.

Rich Goulding

Albany Hotel, (previously Langstone Hotel)

Is there anyone out there who was serving with me at Havant Fire Station at the time of the opening of the 'Albany Hotel' as it was originally called, now the ' Langstone Hotel' . I still visit the gym there as I have for many years and was a guest at the opening along with a number of others, then serving members of Havant Fire Station. The time scale is certainly more than 30 years ago but I cannot put a year to it, nor for sure who the other members were who attended the opening. The Management have been unsuccessful in their research and I am attempting to assist, what I need is some clever-cloggs who remembers the exact date and year and maybe who unlike me, still have some memorabilia.

Thanks

Colin Bowen

Anyone able to help please contact via the editor.

Rather than the Editor constructing letters or simply making it up, let's be hearing from you.

"As detailed, get to work".



FINGS WE SAY...

There is an old Hotel /Pub in Marble Arch, London, which used to have a gallows adjacent to it. Prisoners were taken to the gallows (after a fair trial of course) to be hung.

The horse-drawn dray, carting the prisoner, was accompanied by an armed guard, who would stop the dray outside the pub and ask the prisoner if he would like "ONE LAST DRINK".

If he said YES, it was referred to as ONE FOR THE ROAD. If he declined, that prisoner was ON THE WAGON.

Back in the 1500, most people got married in June, because they took their yearly bath in May and they still smelled pretty good by June. However, since they were starting to smell, brides carried a bouquet of flowers to hide the body odour. Hence the custom today of carrying a bouquet when getting married.

In times past urine was used to tan animal skins, so families used to all pee in a pot and then once a day it was taken and sold to the tannery. If you had to do this to survive you were "piss poor", but worse than that were the really poor folk, who couldn't even afford to buy a pot, they "Didn't have a pot to piss in"! In the 1400's a law was set forth in England that a man was allowed to beat his wife with a stick no thicker than his thumb. Hence we have 'the rule of thumb'

Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the bath water!"

Houses had thatched roofs, thick straw piled high, with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying "It's raining cats and dogs." There was nothing to stop things from falling into the house. This posed a real problem in the bedroom, where bugs and other droppings could mess up your nice clean bed. Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence

The floor was dirt. Only the wealthy had something other than dirt. Hence the saying, "dirt poor." The wealthy had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on floor to help keep their footing. As the winter wore on they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entrance-way. Hence: a 'thresh hold'.

In those old days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day they lit the fire and added things to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight, then, start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme: "Peas porridge hot, peas porridge cold, peas porridge in the pot, nine days old".

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or "The Upper Crust".

Sometimes they could obtain pork, which made them feel quite special. When visitors came over they would hang up their bacon, to show off. It was a sign of wealth that a man could, "Bring home the bacon." They would cut off a little to share with guests and would all sit around talking and "chew the fat".

Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of "Holding a Wake".

Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning and death. This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous.

England is old and small and the local folks started running out of places to bury people, so they would dig up coffins and would take the bones to a bone-house and reuse the grave. When reopening these coffins, it is claimed that a number were found to have scratch marks on the inside and it was realized they had been burying some people alive. Resulting from this it is said that it became the custom to tie a string on the wrist of the corpse, thread it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night, "the graveyard shift" to listen for the bell; thus someone could be, "Saved by the Bell" or was considered a "Dead Ringer"

TRUE INTERPRETATIONS? IT'S FOR YOU TO JUDGE, BUT STRANGE QUAINT ENGLISH SAYING DO HAVE AN ORIGIN SOMEWHERE.

Scrapbook Memories

Some photo album memories submitted by Stop Message readers



Anyone recognise the young member of the Farnborough AFS on the left? Yes it's Brian Nash who later became a well known voice from the Control Room.



Members of Control enjoying an off duty moment



Dutch Barn Fire Shepherds
Lane Compton 5 April
1974 WRT C37 PE WRT
Winchester WRT C29



Esso Fawley exercise, circa 1966



NFS command training 1944



Motorway Rescue Tender, Fareham. Issued December 1974, one of 4 of the same design



Farnborough AFS crews with their Drill Competition trophies



Gosport crew demonstrating escape ladder 'carry down' 1966



Farnborough crew, date and occasion not known. Anyone know? Motorway REST behind was there 1972 and moved to Aldershot in 1975.



Jim'll Fix It Red Watch Docks
17 June 1983



Portsmouth City Fire Brigade medal presentation, Copnor, Portsmouth.



HFRS Happenings

Fleet Update

Delivery has commenced of the seven Rescue Pumps from Emergency One UK. Provisional allocations are Whitchurch, Fareham, Havant, Eastleigh, Fareham, Petersfield and Hardley. The two Small Fire Vehicles recently delivered from Emergency One UK are destined for Basingstoke and Southsea and a new Land Rover L4P is planned to go to Hardley.

Specifications will soon be drawn up for replacement SEU's and MRV's. It has been decided to combine the two types of appliance into one which will be designated a Response Support Vehicle, 'RSV'. Initial thoughts are to have a prime mover chassis with interchangeable pods similar to the ones used by USAR although on a smaller chassis.

Planned for issue to the 5 current Command Support Stations will be 5 new enhanced command support vehicles

carrying a range of equipment and facilities additional to that which they have on their station issues. Designated Command Support crews have for some while been mobilised to meet at the incident with the Incident Command Units to act as trained and dedicated support personnel for the ICU team and incident commander or sector commanders.

Incident Update

5th February, Ship fire, HM Naval Base, Portsmouth. ToC 16:48. Fire involving a type 42 destroyer, HMS Edinburgh, fire involving insulating materials surrounding cold store. ToS 21:27, 15 BA and TiC in use. Attendance WRL x 2 WRT and ALP Southsea, WRL WRT and SEU Cosham, WRT Portchester, WRT Havant, RP Hightown (CAFS), ICU Headquarters, MRV Eastleigh.

12th February, Terraced house fire, New Street, Ringwood. ToC 18:29. Fire involving a row of 10 terraced dwellings of traditional

construction 11m x 5m, 100% of roof severely damaged by fire, 100% of first floor damaged by water. 30BA, 3 jets, 4 hose reels. ToS 22:12. Attendance RP and WRT Ringwood, WRL Burley, WRT Brockenhurst (en route to stand by at Ringwood), SEU and WRT St Marys, ICU Headquarters, ALP Redbridge, WRT Totton (5000 lpm pump for ALP), WRLR Ferndown and Verwood (Dorset FRS), RT Salisbury (Wiltshire FRS).

19th March, The heath fire season started early with a four pump, four Land Rover and Water Carrier incident which at Hasley Enclosure on Fordingbridge's fire ground. ToC 10:49, ToS 13:42, fire involving two hectares of Heathland, hose reels and beaters in use. Assistance from Forestry Commission using water bowzers. One area of heath land allowed to burn under Forestry Commission supervision. Attendance WRL, L4P and WRC Fordingbridge, RP and L4T Ringwood, L4T Burley, WRLR and L4T Ferndown (Dorset FRS), H4T

Lyndhurst, WrL New Milton, CSU Headquarters.

13th April, Thatch roof fire, Lower Woodcott Farmhouse, Woodcott, ToC 15:57. Near Whitchurch. Fire involving thatched property 20m x 9m. Make pumps 8. Attendance RP and WrT Andover, WrL Whitchurch, WrL Kingsclere, PL Newbury (Royal BERKS FRS), WrT and MRV Eastleigh, RP, WrL, FoWrC, SEU, WrT Basingstoke, CSU Headquarters, WrT Overton, WrL Stockbridge, FoWrC Eastleigh. Stop message at 23:46, thatch roof in one semi detached property 20m x 9m, 32BA, 3 CAFS jets, 4 jets, 3 hose reels, salvage carried out.

17th April, Fire involving scrap metal awaiting export, Western Avenue, Western Docks, Southampton. ToC 09:11. Attendance RP and ALP Redbridge, WrL WrT and SEU St Marys, HVP and L4P Hardley, CSU Headquarters, WrT Hightown, WrT Totton, MRV Eastleigh, ALP Southsea. A protracted incident that lasted for over 24 hours. Relief crews, at 15:00 WrT Southsea, WrT Droxford, RP Lymington, RP Andover, WrL Wickham, WrL Romsey, Portchester Command Support. 19:00 RP Redbridge, WrL Stockbridge, WrL Fareham, WrT St Marys, MRV Havant and Eastleigh Command Support. 22:30 WrT Beaulieu (Command Support). 23:00 WrT Horndean, WrT Sutton Scotney, WrL Bishops Waltham, WrT Hamble, WrT Cosham. 04:00 WrL St Marys, WrT Hightown, WrT Eastleigh and WrT Winchester. 09:00 WrT Hightown (Day watch) and WrT St Marys. Stop message was sent at 10:47 on the 18th April, fire involving approximately 50000 tonnes of scrap metal, 300m x 50m, 10% destroyed by fire, 7 jets, 2 ALP monitors, HVP, 80 BA.



High Volume Pumps and large volume hose unloaded and being fed with water to provide effectively an above ground water main.



Colin Carter, Guest Contributor

Past Times

Focus on Thatched Roof Fires

Hampshire as a county has one of the highest concentration of thatched roof properties in the country. Each year that results in a number of the fire stations and the fire kit hung in them having that familiar odour for several days, only matched perhaps by the lingering aroma of a barn fire! Perhaps the most significant difference in response today is the much higher number of appliances sent to tackle what in reality is a domestic property, but with roof design that requires specific techniques and skills to save it. Most reading this will have been on

attending crew, saving household items while the roof sets about self destruction, often in the winter months, being very wet, cold and tired, wondering how long it will be before reliefs arrive to allow you return to a warm home and perhaps bed, only to be told 'pwah, you smell, you have been on a thatch fire again haven't you?' These images my stir some memories. One thing is for sure, if you want to successfully deal with a thatched roof, at some point you have to put firefighters on the roof!



Damerham - 6 April 1983

**Little Cottage Wood Green
Fordingbridge - 18 May 1988**



Longparish - 15 May 1979



Not much has changed in 2012, except perhaps the use of the Compressed Air Foam System, (CAFS) to suppress the flames initially. You still have to drag the stuff off. Whether the introduction of CAFS on all pumping appliances will actually reduce crew attendance and better 'Stops' is yet to be proven.

**Rosemary Cottage Amport
- 25 May 1958**



Verham Dean - 26 March 1972



Broughton - 17 January 1985



Broughton - 24 November 1985



Broughton - 23 November 1985



**Damerham New Forest
6 April 1973**



**Circa late 50's
Old Thatches Restaurant
Does anyone recognise the location?**

Snippets

Back Copies of ‘Stop Message’

Some have asked if there are any back copies of our magazine available. The anwer 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.

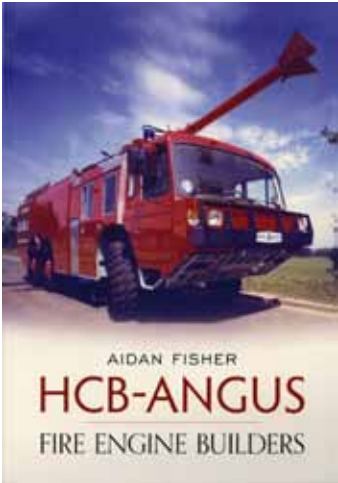
PMA ties and Lapel Pins

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.

The British Red Cross Fire and Emergency Support Service (FESS) is still looking for volunteers at Eastleigh and at Rushmoor. Contact Alan House for more details.



HCB ANGUS Fire Engine Builders

Many will no doubt recall the Hampshire based company who produced fire

appliances of many types from their factory in Totton, until their demise in 1994. Hampshire had many builds from this supplier within its fleet, including the now infamous Bedford ‘CSV’. A book has now been written about the history of this local company, from it’s origins as a commercial vehicle supplier, dating back to the 1930’s and its various fire engine designs that were exported to many counties in the world. Written in an easy-read style with many photographs, this book is a worthy addition to the bookshelf of anyone interested in knowing more about our once local fire appliance builder. Sadly there are very few such builders left in the UK now.

Author; Aidan Fisher
Publisher; Amberley Publishing, The Hill Stroud, Glos GL5 4EP
ISBN 9 781445605357
£14.99

Music and Sudoku Quiz Answers

- 10 a: Kurt Cobain b: Damon Albarn c: Johnny Rotten (John Lydon)

9 Tina Turner

8 Land of Hope and Glory

7 The Great Pretender

6 Eleanor Rigby and Strawberry Fields Forever

5 Simply Red

4 Layla

3 Jumping Jack Flash by the Rolling Stones

2 a: Hair b: Phantom of The Opera c: Les Miserables

1 Bill Hailey and His Comets

2	5	8	9	7	3	1	6	4
7	1	6	5	2	4	3	8	9
3	4	9	6	8	1	7	2	5
8	7	3	1	6	5	4	9	2
5	9	2	8	4	7	6	3	1
1	6	4	2	3	9	8	5	7
4	3	5	7	9	6	2	1	8
6	2	1	4	5	8	9	7	3
9	8	7	3	1	2	5	4	6

Moving on to Pastures New

Peter Muir

31 January 2012
Retained Firefighter, Andover
20 years

Darren Picknell

31 January 2012
Retained Firefighter,
Winchester 7 years

Ian Hurst

3 February 2012
Retained Firefighter, Alresford
5 years 5 months

Patrick McGibbon

28 February 2012
Retained Crew Manager,
Droxford
10 years.

Bob Amos

29 February 2012
Fire Safety Inspector,
Winchester.
Previously Sub Officer in Charge
of Twyford. 23 years Retained
and 12 years in Fire Safety

Johan Elst

1 March 2012
Firefighter, Redbridge
33 years 11 months

Tim Vile

Station Manager Alton Group
1 April 2012
34 years

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:

Cyril Fry

On 25 January 2012
Aged 84

Cyril Originally joined the Middlesex Fire Brigade in 1949, before transferring to Hampshire in 1962, serving at Aldershot and at Basingstoke, before his retirement as a Fireman in 1978.

Alec (Robey) Relf

On 27 January 2012
Aged 87

Alec served at Overton Fire Station until his retirement as a Leading Fireman in January 1973.

Edward (Ted) Higgins BEM

On 30 January 2012
Aged 79

Ted served at Aldershot Fire Station and retired as a Sub Officer in August 1984. Ted was awarded the British Empire Medal.

Gerald Coventry

On 12 February 2012
Aged 74

Gerald served as a Fireman at Kingsclere Fire Station until his retirement in 1992.

Ivor Pearce

On 14 February 2012
Aged 83

Ivor served as a Fireman at Kingsclere Fire station until his retirement in September 1983.

John Powell

On 17 February 2012
Aged 74

John served as a Leading Fireman at New Milton Fire station until his retirement in August 1990. John was also known on the preserved appliance scene for his superbly maintained AFS Green Goddess and motorcycle..

Matthew (Jock) Jenkins
On 21 February 2012
Aged 91

'Jock' joined the Retained at Andover Fire Station and served until his retirement as Sub Officer in 1976.

Bill Snook
On 25 February 2012
Aged 76

Bill served at Kingsclere Fire Station until his retirement as Sub Officer in October 1990.

Dave Pither
On 8 March 2012
Aged 63

Dave served at both Odiham and at Tadley Fire Station, before his retirement as Sub Officer in July 1981. He also served with the MoD Fire Service at AWRE Aldermaston.

Joyce Wright
On 9 March 2012
Wife of Alan Wright

Joyce will be remembered for her unstinting support of the Ben Fund and the many hours she spent alongside Alan, fundraising at various station open days and fire service events. Her commitment to the Fund was truly outstanding.

Roy Barfoot
On 10 March 2012
Aged 78

Roy served as a Mechanic in the Workshops until retiring in March 1997.

Mike Woodward
On 1 April 2012
Aged 66

Mike Joined the Southampton Fire Brigade, serving at Woolston, Redbridge Hill and the Docks Fire Stations until his retirement as a Firefighter in December 1995.

Peter Urry
Aged 65
On 5 April 2012

Peter served as Retained Firefighter at Gosport Fire Station until retirement in 1986.

Bill Carter
On 10 April 2012
Aged 68

Bill joined the service workshops as an apprentice in 1959, later becoming the Transport Officer, until his retirement in 2004. Bill also served as a retained member of Winchester Fire Station, joining in 1965 and leaving as a Leading Firemen in 1988.

Harold, (Curley) Atwell
On 15 April 2012
Aged 98

'Curley' joined the Portsmouth Police Fire Brigade in 1939 continuing as a Fireman until his retirement in 1969 and then as a maintenance man until final his retirement in 1979.

Ivan Bryant
On 12 April 2012
Aged 84

Ivan served as a Fireman at Lymington Fire Station until his retirement in September 1980.

Harold Farley
On 20 April 2012-05-13
Aged 88

Harold served as a Retained Fireman at Fareham Fire Station until his retirement in July 1970.

Pete Bennett
On 22 April 2012-05-13
Aged 67

Pete served as a Firefighter at Copnor Fire Station until his retirement in 1998.



Across the Border Response



On 11 March a crew from the Hampshire Past Members Association responded to make-up ordered by the Wiltshire Retired Firefighters Association to a lunch out of control at the Grasmere Hotel, Salisbury. Continuing the past excellent cooperation with our colleagues from Wiltshire, a good 'Stop' was achieved on what was an extensive and developing 4-course meal, using knives, forks and spoons, with said product being washed down with suitable liquid refreshment. Emergency catering was not required on this occasion. The crew returned to home station suitably refreshed, booking available for the next call for assistance.

