

STOP MESSAGE

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



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Water supply running low, Stanswood Farm, Calshot 17 August 1979

INSIDE



East Street Bombing

17th December 1978

Fred Gardiner

*A personal experience
part 3*

PAST TIMES

*Focus on
Romsey Station*

World War 2 UK Propaganda Posters



1939 Keep Calm and Carry On



1939-45 What I Know - I Keep To Myself
Careless Talk Costs Lives



1941 Lester Beall

British propaganda during World War 2:

Britain recreated the World War I Ministry of Information for the duration of World War II to generate propaganda to influence the population towards support for the war effort. A wide range of media was employed aimed at local and overseas audiences. Traditional forms of media such as newspapers and posters were joined by new media, including cinema (film), newsreels, and radio. A wide range of themes were addressed, fostering hostility to towards the enemy, support for the allies, and specific pro-war projects such as conserving metal, waste, and growing vegetables.

Propaganda was deployed to encourage people to volunteer for onerous or dangerous war work, such as factories or in the Home Guard. Male conscription ensured that general recruitment posters were not needed, but specialist services posters did exist, and many posters aimed at women, such as the Land Army or the ATS. Posters were also targeted at increasing production. Pictures of the Armed Forces often called for support from civilians, and posters juxtaposed civilian workers and soldiers to urge that the forces were relying on them, and to instruct them in the importance of their role. People were encouraged to spend holidays assisting the harvest, even when they were also being encouraged to stay at home.



1940-45 G. Cullen



1940 Yates-Wilson



1939-45 Norman Wilson

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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Hythe WrT bringing much needed water to the dam being used to provide firefighting jets from the Fawley WrL (not named 'Hardley' at this date). Stanswood Farm Calshot, 17 August 1979.



STOP MESSAGE

Welcome from the Editor

Ok, Ok, I know it has been a long time since the last magazine. Very sorry!

Life became a little full for me and my editorial role had to take a back seat for longer that I would have wished. Back on track now and working to catch up on the number of magazines that you should have had. Watch this space for another edition shortly after this one.

To those who have submitted material for printing, thank you; it will appear in some future edition.

Until the next time...

Alan House



Southampton Fire Brigade Pump Escape 'No 1'. A Dennis F45 issued to 'Central' Fire Station (later St Marys) on 2 December 1970. 50ft metal Merryweather Escape Ladder. Fitted with a petrol Rolls Royce engine and manual gearbox (no power steering) that had both excellent acceleration and top speed of over 80mph. I rode it to its first call at 12 noon that day to a ship fire in the new docks. I, and no doubt others, loved driving this thoroughbred, especially on the long run through Portswood to the Fords Factory in Wide Lane, Swaythling. Nothing quite like responding to the sound of a fire engine bell, as well as two-tones. Fond memories!

CAUGHT WITH MY PANTS DOWN

(Almost!)

It was Sunday evening 17th December 1978, White watch were on duty at St Mary's, and were in the kitchen washing up after supper, 2 washing 6 drying, all done in 4mins. Happy days.

Suddenly the bells went down, and over the VFA system came the call - Pump escape and Water tender to gas explosion Debenhams East Street. I (Les Barker) was driving the Escape that night, and the legend that is Roy Earl was the Rider Station Officer.

We duly sped out of the station through St Mary's and down Kingsway. As I turned left off the Hoglands roundabout into Queensway, alongside Debenhams, a policeman stepped straight out in front of me (brave man) and frantically waved me down. He then came round to the drivers side, so I slid the window down, and he leant in and said, "Half of Debenhams is gone and three shops on the other side".

I turned and looked at Roy and said "blimey that's some gas explosion isn't it 'Staish' (or words to that effect) and Roy replied "hang on here Reg" (that's another story).

So, both pumps stopped where we were and we all got out and walked the few yards to look down the bottom half of East Street. At first I thought the road was flooded, but then realised what I was looking at was layer upon layer of plate glass, that filled the gap between the pavement and the road, and with the street lights twinkling down on it, it did for a split second look just like water.

The police officer was right, the side of Debenhams was blown out, as was the frontage of three shops on the opposite side, these being Argos, a bookmakers and a carpet shop.

Roy then set about getting us to work sending teams (with their intrinsically safe Bardic torches) into each affected property to sniff for gas.

I was in a team of two tasked to check the bookmakers, so myself and partner stepped straight into the shop through its missing frontage and began sniffing and checking for gas, we did not find any gas appliances downstairs, so we decided to check the upstairs. Whilst doing so' my partner



opened a door on the landing and inside there was a single loo, he then said "hang on Les" and without further ado, off came his tunic, over his head went the elastic of his leggings and he proceeded to answer the call of nature.

I stood patiently for a second until I heard the sound of running water! Then off came my tunic, over my head went my elastic and I said "shove over", so there we were the two of us squeezed into a single loo having a Jimmy Riddle by torchlight.

Once we had finished our ablutions, we made ourselves decent and completed our search of the upstairs. Having found no gas in the property, we went downstairs and stepped back out of the shop frontage on to the pavement. I then walked up and stood directly behind Roy, and waited for the opportunity to inform him that we were unable to find any gas in the bookmakers.

Roy at the time, was looking around at the scene of devastation whilst talking to a police officer, and he started saying things like "something is not right here, there is a funny smell like cordite; fireworks " then suddenly all the cogs seemed to line up, and he turned to the police officer and said "I think it's a bomb" and the police officer with a look of horror on his face replied "bomb!!"

Now looking round at the damage, with a bomb being the possible cause, you could actually see where the explosive device must have been placed; this being the doorway of the carpet store, because the front door had been blown to the rear of the store, and all other damage to this store had also gone inwards, whereas the frontage of Debenhams, Argos and the Bookmakers had all been blown outwards, caused by the shock wave of the explosion.

The alarm was immediately raised and evacuation whistles started to sound, firemen came running out of everywhere, (I'd never seen some of them move so fast), and officers were shouting frantically "get out its a bomb". Both crews started running back to the appliances that were still parked in Queensway, dragging chrome searchlights on tripods and their cables behind them. These were quickly thrown unceremoniously into the cab and off we sped back to home station to await further instructions.

We were soon informed by Control that this was indeed part of a mainland bombing campaign by the IRA, and reports were coming in of explosions in Bristol, Coventry, Liverpool and Manchester.

We stood by back at St Mary's while the police searched the city for more suspect devices, and were soon mobilised again (this time a full 'circus turnout') to a confirmed unexploded device placed in the doorway of Buxey's Travel Goods, this shop being in an alcove of shops alongside the Bargate (later to become the Bargate Centre).

On arrival we parked just before the top of Hanover Buildings, the unexploded device then being round the corner to our left. We were there for a short while and then a report came in of a possible suspect device behind Woolworths in Vincent's Walk; this being to our right, which meant we could now possibly have a device either side of us!

So, all appliances made a quick three point turn, and headed back down Hanover Buildings, along Queensway, (passing the original incident), round the bottom of the Town and ended up parked in convoy in Bargate Street. This meant we now had the Bargate between us and the bomb, (a wise move, we thought!!) and, here we stayed whilst the bomb squad defused the explosive device.

The whole of the city centre was traffic taped off and was a no go area, but late in the evening we saw a lone figure in the darkness walking straight towards us, crossing right in front of the Bargate and stopping briefly to look towards the bomb squad at work.

It wasn't till he got closer that we realised it was the Dep; the one and only 'Smokey' Les Cummins, and the remark was heard, 'blimey he's not only fire and chemical proof, he's bomb proof as well'!!



And there we stayed for the rest of the night watching the dawn come up in the morning. Reports of several other suspect device findings in the city were received throughout the night, but thankfully all proved to be false alarms.

This story highlights just how unprepared, as a service, we were, for such an incident at the time, (not so today), mainly because no one had blown up Southampton before then, (well not since WW2 anyway).

It also highlights how fortunate I was in that, there wasn't a second device aimed to take us out once we had arrived.

Can you picture the scene as they dug through the rubble of the bookmakers and uncovered myself and my partner, laying in the 'loo' with our leggings round our ankles?

I leave that to your imagination!

I truly would have been CAUGHT WITH MY PANTS DOWN.

Les (Reg) Barker

Ed: Sounds a bit like a 'Dad's Army' television script Les. - 'Don't Panic Mr Mainwaring'.

IRA bombs also exploded in Manchester, Liverpool Coventry and Bristol on the same date. In looking for more information, it is surprising how little is recorded. It was certainly not regarded as a significant incident as far as the Brigade of the time, it did not seem to warrant any real degree of response or report. I doubt if the same would be the case today.



Gin Fizz

On Wednesday 21st June a visit was arranged to the Bombay Sapphire Gin Distillery at Laverstoke followed by lunch at the Test Valley Golf Club in Overton.

Thirty two past members and guests arrived at the Distillery for a 1030 start although unfortunately Alan and Treza Hammond had a really bumpy start suffering a puncture on the A34 which is a really busy road. They had to await the arrival of the RAC to get them moving again and Treza said it was a really frightening experience being stuck in a narrow layby with the enormous lorries tearing by so close. However they arrived in time to enjoy the tour round the distillery although Treza really wanted to get into the gin cocktails straight away to sooth her shattered nerves.

The gentleman who welcomed us explained that some of the ladies on his staff were probably going to be a little disappointed as they were expecting a group of 32 hunky firefighters and when our group of aged 'wrinklies' arrived (I only talk about the menfolk, ladies) they tried very hard to hide their disappointment.

Everybody seemed to enjoy the tour around this very professionally run visitor experience. The historic buildings have been adapted very cleverly to maintain their character and the two massive glasshouses housing the exotic botanicals sit with their bases in the beautiful River Test from which the water is taken.

Part of the morning involved sampling, sniffing and selecting the spices and botanicals that each visitor preferred which were then included to flavour the gin cocktails which we enjoyed in the Mill Bar at the end of the visit. For those who were driving and didn't wish to try an alcoholic drink there was a choice of pleasant non alcoholic cocktails and they then got to take home a small bottle of Bombay Sapphire gin and a Fever Tree Tonic water to sample at their leisure.

The group were very impressed with the humorous and interesting presentation provided by the staff who explained how the gin is produced seven days a week in two massive copper stills and then condensed and collected, cooled, and taken in massive stainless steel road tankers each day to their bottling factory in Warrington. It is then distributed throughout the world.

Mr and Mrs Barker were almost banned from the premises when they tried to purchase some glasses in the on-site shop and couldn't find any of the style they required on the shelves. Seeing some in a nice display arrangement they whipped them away quickly only to be challenged about where they had found them when they went to pay for them. They managed to charm their way out of the situation and it is possible that no charges will be brought against them although it was a close run thing.

After completing the Distillery visit we all headed for the Test Valley Golf Club nearby where we were seated in the open sided marquee on a wonderful sunny afternoon. Neil and his staff provided a very good carvery lunch followed by rhubarb crumble or fresh fruit cocktail (we were really getting into our cocktails by that time).

Another successful day out for a group of our past members, partners and friends.

Peter Cowmeadow

Ed – Here is one to try when you are looking for a nice refreshing long Gin cocktail: Gin, Lime Juice, Pineapple Juice and Fever Tree Mediterranean Tonic or, if you like Ginger beer, try Gin, a dash of Cherry Liqueur, Lime juice, Pineapple Juice and Fever Tree Ginger Beer. Plenty of ice in each, of course.





A trip on the MV Alison

It was like it was a balmy summer's evening and yet it was hard to think that it was just early in June – a promise of things to come perhaps. Members of the HFRS Past Members Association gathered on the quayside at Hythe Marina at 5:30pm in readiness for their trip out on Southampton Water.

Our boat for the evening cruise, the MV Alison MacGregor was moored in the marina for us to board with her crew of five ready to greet us. Amongst those crewmembers were Dave and Gill Kendall, both of whom had worked for HFRS for many years before retiring. Like nearly a hundred others, including myself, Dave and Gill volunteer to crew the MV MacGregor in their spare time. This has enabled the charity to run the vessel for the last 26 years and to operate 3 times a day between May and September taking groups of disabled people, their carers, and others out for a two hour cruise. The PMA group was made up of disabled and fully fit participants.

Once we had all embarked and the wheelchairs had been secured into position, we set off through Hythe Marina lock into Southampton Water. Southampton Water is fed by three rivers namely the Test, Itchen and Hamble. For tonight's excursion we were going to cruise up the River Itchen as far as is navigable to Wood Mill at Mansbridge, a journey of approximately two and half miles from the port itself. Our first obstacle to overcome however was the cruise ship "Marina" which is part of the Oceana cruise line. She was moored at Dock Head but as we left Hythe Marina she sounded three blasts on her ships horn denoting that she

was about to go astern (backwards) in order to reverse into the River Itchen entrance to turn around in preparation for departing Southampton. We were held at Dock Head for about ten minutes whilst she completed this manoeuvre unaided by tugs.

Other cruise ships in that evening included the Norwegian Jade, Silver Whisper and Navigator of the Seas. As soon as we could the MV Alison MacGregor headed from Southampton Water into the River Itchen. Our journey took us past the Marina at Ocean Village, under the Woolston toll bridge and onward past St Mary's Football stadium. It's amazing how you see places that you may be very familiar with from a completely different perspective. There, on the river, are some sights of interest such as the now quite dilapidated, "Brave Challenger", a super yacht of its day built at Vosper Thornycrofts shipyard in 1960, with three Rolls Royce Proteus engines giving the boat 13620 HP and a top speed of 60 knots. Even in its current condition it is still classified as the 5th fastest yacht in the world.

Onward we travel past the site of the former TVS television studio's at Northam Bridge and, on the opposite bank, the site of the Holdens breakers yard used so frequently by crews from St Mary's fire station for road traffic accident training. Following the bend in the river we then make our way past the moored boats now used for housing situated by the railway bridge that crosses the river. A little further up and we get to Cobden bridge adjacent to Bitterne Park Triangle with "Cobden Meadows" play area with its miniature railway on our right which itself leads on to "Riverside Park". The river's getting very shallow now and the MV Alison MacGregor can only complete this journey at high tide. We're in luck though and continue past the Kent Road sewerage works. You can't see the works from the river but at certain times other senses you have give you every confidence that it is actually there. On we go past the tranquil scenes in River Park where people, enjoying a riverside walk or a sit in the evening sun, wave to get our attention. I guess a boat as big as the MV Alison MacGregor is not usually seen this far up the river.

Past reed beds on the shores side we navigate a few tighter turns in the river and suddenly there's a flurry of activity ahead at the University Rowing Club as some students disembark from their boats whilst others are just taking to the water. We're up now by Oliver Road and the pretty gardens that back straight on to the river with the owner's yacht or cruiser moored at the private pontoon.

We're now a stone's throw away from our final destination of Woodmill, which these days is a water activity centre plying its trade to the young folk of Southampton and its surrounding areas. The skipper carefully turns the MV MacGregor through 360 degrees, stirring up a bit of mud in the process. Again residents of Oliver Road come out into their garden to catch a glimpse of us as we head back towards Southampton.



On the journey up the crew made their PMA guests a cup of tea or whatever took their fancy and plied them with the biscuit tin to test their level of resistance. As we held back though it's time for those who watched the comings and goings of the right river bank to have a look at what they had missed on the left. It's also time for the crew to offer some of our members an extra special treat and as long as they are carefully managed there's no reason why some of our guest, disabled or not, can't have a go at "driving" the boat for a while.

Initially Arthur Stubbington, formerly of the Docks Fire Station, was very reticent about taking a turn at the helm as he hadn't been able to drive anything since suffering epilepsy. With a lot of understanding, a little coaxing and a lot of reassurances Arthur took to the helm. I think in that moment he travelled back in time and it wasn't long before he was handling the boat with confidence under the guidance of former PMA member Dave Kendall. Lin Winter was also persuaded to have a go too.

On our cruise home the crew passed around the charity collection tin and guests contributed whatever they felt appropriate in aid of the charity Solent Dolphin who run the vessel.

At 8pm we arrived back at our moorings in Hythe Marina and the crew and passengers were happy to pose for a photo before we all disembarked to head our individual ways. Personally Lin, her mum and I finished our day off with a bag of chips by the quayside watching the sun go down, wonderful!

Without a doubt we all had a great time and I have received several emails of thanks for organising the trip. PMA trips will be organised on the MV Alison MacGregor again in future years and whilst the boat is designed to take disabled passengers it can also accommodate those that are as fit as a flea too, so don't be bashful, if you want to come along next time just put your name down. Perhaps we'll do the River Hamble.

Eddie Winter



Fred Gardiner

a personal experience part 3

11th August 1943 (Wednesday)

My benefactors allowed me to sleep on undisturbed through the morning. A meal followed, of what it consisted is long since forgotten among the many varied meals of the next few weeks. However, I well remember the black bread, not quite so unpalatable as might be expected. The substitute coffee (made from acorns so it was said) was a common feature of this part of wartime Europe. It was rather bitter but one got used to it. Generally food was scarce and I was conscious of being an extra mouth to feed. To say 'thank you' seemed quite inadequate and was in any case waved aside.

After this particular meal, I was invited to relax in a small study across the hall from the dining room. M. Chenôt told me (with some difficulty due to the language problem), how on the previous night after twelve o'clock he had been returning the few yards from his church to the house when he had heard an explosion and seen our 'Lanc' coming down in flames.

He had a radio receiver secreted in his writing desk and he invited me to make use of it but emphasised that the volume must be kept low. There was a penalty for listening to 'enemy' broadcasts although it was not as stern as for harbouring an escaping British airman, which could mean death or the concentration camp - much the same thing. I was under no illusion of the risk these people were taking.

It was here that I was shown a detailed map and was at last able to pinpoint my location as being in south-eastern Belgium, not far from Luxembourg and the French border. From the radio I learned that nine aircraft had failed to return from the raid on Mannheim.

A motorcycle arrived at the front of the house and I was startled to see two uniformed Belgian gendarmes approaching the front door. Before I could make myself scarce they were being shown into the study by L'Abbé. My consternation turned to relief and pleasure when they both saluted smartly and shook hands with me in a most friendly manner. Neither could speak English but there was no doubt they were delighted to meet me. One of them, Monsieur Remi Goffin, I was to meet again.

During the evening M. Chenôt made me understand that I would be moving on once more. When the time came to depart, rain was falling. The earlier acquired raincoat had been left at a previous address but L'Abbé threw a cassock around me and with the black beret I was well camouflaged for a night excursion.

By now it was almost dark, we walked for some minutes until arriving alongside thick woods L'Abbé gave a low whistle. It was answered by someone in the darkness. A man came forward whom I recognised as M. Féry. Wishing us goodbye and good luck, L'Abbé turned for home. I could only thank him heartily for his help and hospitality.

"Raymond" was armed with a pistol; there was one for me too. It was loaded and I was shown how to release the safety catch if necessary. I was aghast at the thought of having to use it, but could not very well back out of the situation. Being now in civilian clothes, disguised as a clergyman and armed made me realise that I was in a rather perilous position should we be caught. Could I be accused of being an 'enemy agent' with all that implied?

The rain had now ceased, as we set off along a narrow road between the woodlands. As there was a night curfew no one was supposed to be out of doors. Also M. Féry

indicated that we would have to pass through a military zone and we must be as silent as possible. This man must have enjoyed danger. Could we not have made a detour? Without a common language I was unable to put the question to him.

After half an hour I sensed from "Raymond"'s increasing stealth that we must be in the military area. Ahead of us and to the right was a typical army hut. Suddenly the door was flung open, light streamed out, and German soldiers emerged talking and laughing. M. Féry gave me a violent push into a ditch, fortunately dry, at the road side. We crouched there without a sound as the soldiers mounted cycles and rode off. Two of them came our way and passed within three or four yards. "Raymond" had his gun trained on them until they were well away from us. As they had just left a lighted room the soldiers could probably not see well in the darkness, and in my ankle length black cassock I must have been nearly invisible, but for us, eyes accustomed to the night all was easily observed.

As the soldiers dispersed we moved on again and had no further frights. Another kilometre or so and we came to Tintigny. Yet another small village it was silent and dark. From the street we climbed some steps leading to the front of a house at right angles to the road. M. Féry tapped lightly on the door. We were quickly admitted into a pleasant sitting room where our hosts were a man of perhaps sixty and, I presumed, his daughter, a young woman of about twenty-five. There was much serious conversation between these two and M. Féry, but as usual it meant nothing to me. I remember a sewing machine on the table bearing the make name RAFF. Our host made some quip, pointing to me and the machine which caused a little mild amusement. I was relieved to return my gun to "Raymond". In no way did I wish to be involved in any future shooting match. The cassock would be returned to L'Abbé.

As it was by now quite late we were shown to a room upstairs which M. Féry and myself were to share for two nights. There was a bed fortunately large enough for both of us but nothing else in the room except perhaps a small table and chair. Our ablutions could be carried out in a large basement room, bare of furniture with primitive toilet arrangements best described as a hole in the floor. This was certainly austerity but hopefully we were safe here. My companion did not venture outside, he was obviously hiding out like myself.

The time spent here was boring in the extreme. I do not remember seeing our elderly host, and meals were brought to our room by the young woman. It was almost a prison environment, with nothing to do, nothing to read, and no radio. These people must have been living in very hard conditions but one could see they were very proud and patriotic.



13th August 1943 (Thursday)

Very early in the morning of the second day at this address, M. Féry made it clear that we would be moving on, some arrangements having obviously been made. The sky was overcast and barely light as I said farewell to our hosts. There was no mistaking their warm feeling for me, the young woman kissed me on both cheeks with some emotion. No doubt they saw in me the evidence that they still had allies carrying on the fight against the hated occupying Germans.

After checking that all was clear, M. Féry escorted me a few yards to crossroads which seemed to be the centre of the village. Although houses lined the streets on all sides there was no one about until a car drew up alongside us. M. Féry wished me a quick 'au revoir', and bundled me into the back of the car. The driver, whom I learned later was the village physician, Doctor Wavreil, indicated that I must lay on the floor and we drove off. Away from the village the car stopped and waiting there was the gendarme Remi Goffin with his motorcycle. I transferred to the pillion and we were off.

I remember an exhilarating ride along the narrow Belgian roads, scattering chickens as we sped past little areas of habitation. The motorbike went well on what must have been at least a proportion of paraffin judging by the exhaust. After six or seven miles we approached a larger village and as we entered I noted the name 'FLORENVILLE'. After Remi had made one or two enquiries (there were a few people to be seen at last), we found a particular house near the centre of the village where I was welcomed by Doctor Pierre. This was his house and surgery. Remi Goffin did not stay longer than was necessary and I was left alone in a room at the front of the house. The windows were tightly closed as seemed to be common practice in Belgium, possibly against the flies and I remember feeling hot and uncomfortable as the day had turned out to be sunny and very warm.



False ID card produced to assist Fred evade capture

NUMÉRO 143		Caisse de Retraite - L ^e du Compte (Loi du 10-12-1924)		Vol. Fol.	
Nom	JACQUES	Signature	Jean Jacques	Date	
Prénoms	Jean Joseph	du porteur		Div.	
Etat civil	célibataire			N ^e	
Nationalité:	BELGE				
né à	Hachy				
le	12 septembre 1923				
Profession	cultivateur				
Résidence précédente					
Seconde résidence					
Inscrit vol.	VI Fol. 143				
Rue	n ^o				
le					

Quiconque falsifie la présente carte s'expose à une peine correctionnelle

Taille: UN mètre 75 cent

HACHY le 6-1-1943

L'Officier de l'Etat Civil ou son délégué.

COMMUNALE

Demeures successives à HACHY

RUE

(Voir suite au verso)

Refreshments or a meal must have been provided, probably by the lady of the house, because it was dusk before Doctor Pierre himself returned.

He beckoned me to follow him and we left the house, keeping a distance of several yards between us. As we walked past the quite sizable village square I remember noticing the array of posts and poles (many of metal), carrying 'phone and power lines. Insignificant perhaps, but like other unfamiliar features in these foreign surroundings, it was another reminder of the unusual predicament in which I now found myself. Taking one of the several roads leading from the square we were soon passing rather larger and more substantial houses than I had noticed in the previous villages. Half a mile from the square we stopped at one on the left and Dr. Pierre cautiously made his way around the flower beds of the large front garden to tap gently on one of the windows. The door was opened and we entered.

"Welcome to my house" were the first words spoken to me by Monsieur Charles Spruyt. Charles was stocky, ruddy complexioned, and aged something over fifty. It was a relief to find someone at last who could speak fluent English. With M. Spruyt (pronounced Sprate I was told), was his wife Genevieve (whom I was to call Madame Giny) and their eighteen year old daughter Charlotte whose name was always shortened to Lolotte. After the very warm and friendly introductions, Dr. Pierre left and the evening was spent in much conversation with Charles being kept exceedingly busy as interpreter. Madame Giny, an attractive and vivacious lady, was most talkative; she spoke only French but I had never heard anyone speak any language so fast. I could understand not a word, but it was a pleasure to talk with Charles after three days of mostly sign language. I was given the best bedroom for my first night here but

subsequently was transferred to the 'room in the roof'.

"La Sapinière" was a sizable detached house of some character. At the front, a flight of steps with balustrades led up to the glazed wide door and a rail to right and left enclosed a veranda. The large square garden, in addition to flower beds had shrubs and pine trees which gave the house its name. From the central tiled hallway was a dining room to the left with large kitchen leading off. On the right from the hallway was a pleasant lounge with a dividing screen and amongst the substantial pieces of furniture was a piano and large portrait paintings of forebears of the family. A glass fronted bookcase had been struck by a bullet during the German advance in 1940 and still bore the scars. All the rooms had high ceilings, and with many windows, all with shutters, the house gave a feeling of spaciousness and luxury.

Before the First World War, Charles had worked in a London office, which explained his good English. Then, as a Belgian soldier, he had served alongside British units. He held the British in great regard and I am sure he thought it an honour to give shelter to a British airman. His business was in the insurance world but doubtless the occupation of his country had had an adverse effect on such a business. I regarded him as being typical of a retired country gentleman of reasonable means. The family was able to obtain items of food including eggs, meat, and the scarcer vegetables and fruit from the local farms, a black market in fact denied to city dwellers and the less well off. Meals were served in some style appropriate to the status of the family and I was treated as one of them and with the greatest generosity. Each day there was a packet of expensive Turkish cigarettes. That they were available was a surprise to me, but the local ones in cheap paper packs and labeled "VF" which I translated

as 'Very Foul', were just that. Also I was supplied with my own toilet articles, a new shirt, cotton pullover, and for future travelling, a small haversack. All of these must have been very scarce and expensive at that time in a country denuded of consumer goods.

For transport everyone had a bicycle. It was strange for me to see that the cycles were registered and had to carry number plates. All three members of the family would make frequent journeys to the farm and shops and Charles always wore a 'plus-fours' suit, very sensible attire for cycling. This made him look even more the 'country gentleman'.

On the second day a man obviously with active connections with the Resistance movement arrived to see me. He asked questions designed to test my authenticity. It was known that the Germans had introduced their own English speaking agents as RAF men on the run in order to expose and destroy the escape lines which were being formed. During our conversation he suddenly gave me a sharp punch to the body, then with a smile explained that it was a test to see if my response would be an exclamation in German! I was so non-plussed that I had not even exclaimed in English.

Next, a head and shoulders photo was taken for use on an identity card. To admit to destroying copies of my own passport photos was too embarrassing so I did not mention it. As it was, the locally taken photograph clearly recorded the unmistakable black eye.

My room in the attic was pleasant and comfortable and included a water jug and basin (surprisingly the house had no bathroom) and there was a small window, which gave a lookout from the end of the house. I was to spend two weeks at "La Sapiniere", Avenue de la Gare, Florenville. A cleaning lady came each morning. Her domain did not include the attic and she was not told of my presence and so I had to remain quietly in my room until she had finished her work. Only after the war did she learn of my existence, much to her astonishment.

Occasionally I would venture into the garden but kept a wary eye on passers-by. Charles had told me that a small detachment of German military police was stationed in the village and we were all sitting on the veranda enjoying a warm evening when two of them passed the house. For a few minutes the conversation remained strictly French. As well as listening to the, BBC, Charles was also breaking regulations by rearing a pig in a shed at the back of the house. With mischievous humour he told me its name was Fritz. The electricity supply was very erratic. The lights would frequently dim and brighten but apart from lights and radio there was no other electrical equipment to be affected, the days of the refrigerator and washing machine for everyone, not to mention TV, were some way off.

Each day after breakfast I would retire to my attic room and spend some of the time reading the two English books the Spruyt family possessed, "Little Lord Fauntleroy" and Dickens' "The Old Curiosity Shop". The rest of the day I was free to use the downstairs rooms, but had to take care



Fred with Monsieur Charles Spruyt and Madame Genevieve Spruyt.

to avoid being seen at the windows. Playing the piano (quietly, and within my limited capability) also provided a pastime. Nevertheless there was plenty of time to speculate on my chance of returning home safely. It was a daunting prospect; the way out was the walk over the Pyrenees, the whole length of France away. Alternatively there was the well-guarded border to cross into Switzerland, which meant internment until the end of the war, as yet nowhere in sight. To escape across the Channel was out of the question. As a crew under training we had been given one or two talks on evading capture should we be shot down. Although everyone listened intently to the speakers (one of whom had gone through the experience) it was something one couldn't easily visualise happening to oneself; yet here was I now in that exact situation. It produced a feeling almost of incredulity.

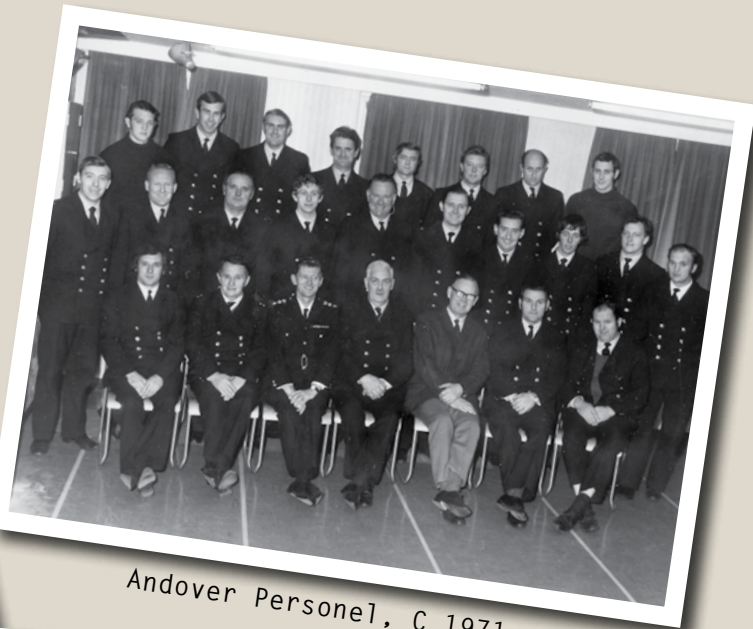
M. and Mme. Spruyt received several visitors during my stay. Some, obviously were not to be told about the foreign guest and then I would be shepherded quickly and quietly out of sight. But I was introduced to one or two of them, in particular to Madame Giny's sister, Mme. Cornet and her husband who took photographs of myself with the family and made a great fuss of me to my embarrassment.

One day my inquisitor of the Resistance returned. He had an identity card for me, a good forgery, on which I was named as Jean Joseph Jacques, a farm worker from the village of Hachy. The 'official' stamp was rather blurred but at least it was a document to produce should I be challenged. The prospect of being picked up by the Germans did not however become any less alarming. Madame Giny, on laundering my underwear was horrified to notice my name, number and rank clearly labeling my PT vest. The only way to remove it was with scissors after which a very neat darn by my hostess repaired the hole. The vest complete with darn still exists more than fifty years later.

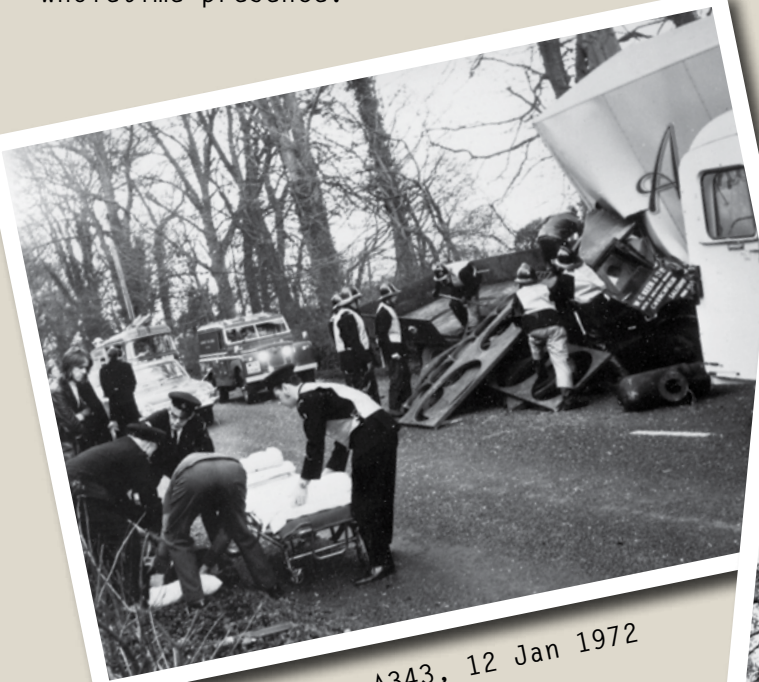
To be continued...

Scrapbook Memories

In this Edition we take a look into the scrapbook created by Malcolm Collier when he served at Andover in the early '70s. The station at this time was retained with a wholetime presence.



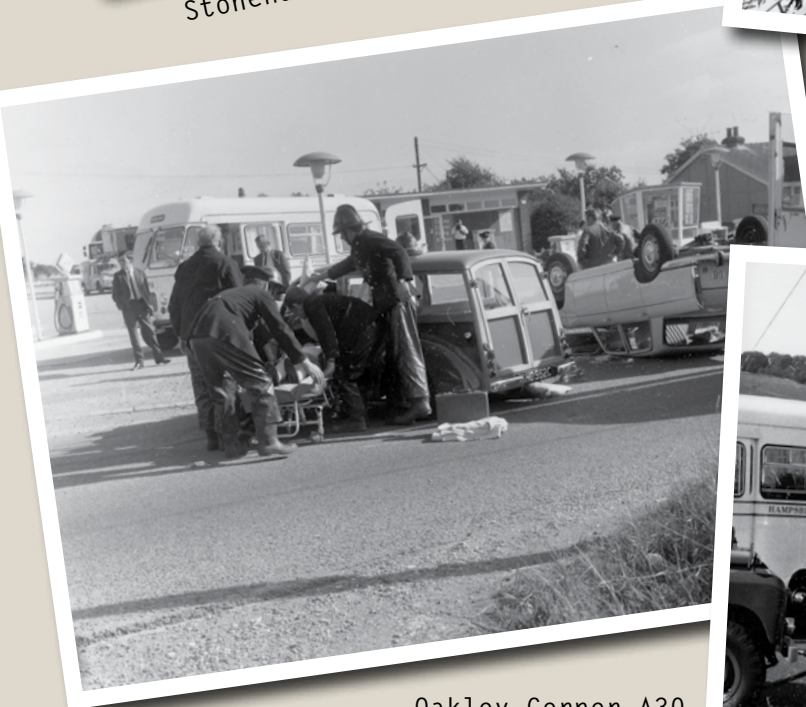
Andover Personnel, C 1971



Stonehanger A343, 12 Jan 1972



Cat up tree, London Rd Andover c 1971
The days when we did go up trees to rescue cats. Glad to see LFM Collier is wearing his PPE!



Oakley Corner A30
2 September 1971





Garage Fire, Cleaver Cottage, Appleshaw, Andover 8 Aug 1970
Note no BA to be seen anywhere!
Teled fire tunics just making their entry on to the kit rack.



Paraffin Heater, Andover 1971
The scene outside many a property fire in the 50s 60s and 70s. The dreaded Paraffin Heater. A cheap form of heating and the cause of many a fire.



Helicopter Crash, Goodworth Clatford, 1 Sept 1971

HFRS Happenings

APPLIANCE FLEET

Currently on order with Emergency One are four Water Carriers based on Volvo chassis with Strongs plastic bodywork. They will hold 10000 litres and be fitted with a standard 5000 litres per minute pump and a hose reel. Delivery is expected towards the middle of the year.

The Mercedes Sprinter Small Fire Vehicle from Southsea has been removed from service and is currently at Emergency One being converted into a mark 2 version of a First Response Vehicle. This work involves upgrading the PTO, installing Cobra Cold Cut UHPL and complete re-stowing of all equipment. When it returns to Hampshire it will be stationed at Hightown alongside their current Rescue Pump and will replace the WrT for the period of a trial crewing system.

Both of the Iveco First Response Vehicles mentioned in previous editions of Stop Message have been withdrawn from operational service due to reliability issues. At present they are in storage until a decision is made about their future.

No other appliances are currently on order but specifications are being compiled for the Mk 2 version of the current Rescue Pump, now known as an EC (Enhanced Capability) and the IC (Intermediate Capability) in preparation for substantial number of new appliances over the next five years.

INCIDENTS

9 May 2017

Make pumps 10. Fire involving terraced houses, Winchester Road, Romsey. ToC 10:45. ToS 20:21. Fire involving 2 storey terraced property of traditional construction, 20m x 6m, fire involving ground floor, first floor and roof. Fire spread to adjoining properties. 2 persons to hospital by ambulance. 6BA, 5 jets, ALP. Attendance WrL Romsey, RP and RSV Redbridge, RP St Marys from stand bay at Redbridge, IRC and ALP St Marys, RP and CSV Eastleigh, RP Fareham from standby at St Marys, RP Lymington from stand by at Redbridge, WrT Botley from stand by at St Marys, WrT Hightown from stand by at St Marys, ICU Headquarters. Stand by moves WrT Hamble to St Marys and WrT Beaulieu to Redbridge.

27 June 2017

Make Pumps 6. Pelgar International, Newman Industrial Estate, Alton. ToC 05:36. ToS 07:36. Fire involving industrial paraffin melting machine. 1 x CAFS, 2 x hoses, 8 BA. Attendance RP Alton, WrL Farnham (Surrey FRS), WrT Bordon, WrL Odiham, RP, IRC and CSV Rushmoor, ALP Basingstoke, ICU Headquarters. Stand by moves WrL Alresford to Alton.

10 July 2017

Make pumps 6. Hythe Marina Services, Prospect Place, Hythe. ToC 05:36, ToS 12:02. Fire involving single storey steel clad commercial garage, 37m x 22m, 2 BA, 3 jets, 1 ALP monitor, 2 ground monitors, 2 hoses. Numerous cylinders involved. Attendance WrL Hythe, RP Hardley, WrT and CSV

Beaulieu, RP and RSV Redbridge, WrT Totton, WrL and EPU Romsey from standby at Redbridge, Foam Unit and WrC Eastleigh, WrLR and ALP Salisbury (Dorset and Wiltshire FRS), note, nearest ALP would have been St Marys however this was committed on a make pumps 4 roof fire in Woolston, Southampton (RP and WrT Hightown, RP and IRC St Marys).

11 July 2017

Make pumps 6, ALP required. TJ Waste, Belvidere Road, Southampton. ToC 02:34, ToS Unconfirmed. Fire involving a building 72m x 27m used to store recycling materials, 30BA, 4 jets, ALP monitor in use. Attendance RP, IRC and ALP St Marys, RP and RSV Redbridge, RP and WrT Hightown, RP (from stand by St Marys) and CSV Eastleigh, WrL (from standby by Redbridge) and EPU Romsey and ICU Headquarters. Stand by moves WrT Cosham to Hightown, WrT Botley to Redbridge and RP Fareham to St Marys.

24 July 2017

Make pumps 6, ALP required. Kenwood Road, Portchester. ToC 10:33, ToS 15:38. Fire involving two storey building, fire in kitchen of first floor maisonette spread to roof, 20m x 5m. 10BA, ALP, 2 jets, 3 hoses, PPV. Two persons treated for smoke inhalation by HFRS, two dogs deceased. Attendance WrT and CSV Portchester, WrL and WrT Cosham, RP Fareham, RP, IRC and ALP Southsea, ICU HQ.

18 September 2016

Make pumps 10, ALP required. Hampshire County Property Services, Three Minsters House, High Street, Winchester. ToC 13:02, ToS 08:36. Fire involving roof of traditional three storey building under renovation, 50m x 17m, 8 jets, 2 UHPL,

40 BA. Attendance RP Winchester, RP, WrT Eastleigh, WrL Headquarters, RP Redbridge, RP and IRC St Marys, RP and WrT Hightown (WrT from s/by Eastleigh), WrL Romsey from s/by Redbridge, RSV Redbridge, RP Basingstoke (RSV support), IRC Basingstoke (2nd UHPL appliance), ALP St Marys, ICU Headquarters, EPU Alton, CSV's Beaulieu and Portchester, FoU Eastleigh. Stand by moves RP Fareham to St Marys, WrL Cosham to Hightown, WrT Overton to Winchester, WrT Botley to Redbridge then Winchester, WrL Bishops Waltham to Eastleigh. Relief crews, night watch for IRC St Marys and Basingstoke, WrT Beaulieu, RP Andover, RP Petersfield, WrL Wickham, IRC Rushmoor, IRC Southsea.

10 October 2017

Make pumps 8, WrC 2. Strattons Farmhouse, Newbury Road, Kingsclere. ToC 00:31, ToS 03:28. Building used as single storey agricultural barn 20m x 40m plus a number of different sized barns involved in fire, fertiliser tank not compromised by fire, 4 bulls lead to safety by Animal Rescue Specialist, turning over an damping down, 14BA, 2 hosereels, 2 jets, 2 CAFS jets. Attendance RP x 2, IRC and RSV Basingstoke, WrT Overton, WrL Tadley, IRC Whitchurch, WrL x 2 Newbury (Royal Berkshire FRS), RP Redbridge (RSV Support), WrC Andover, WrC Fleet, WrC Ramsbury (Dorset and Wiltshire FRS), CSV Rushmoor, FoU Eastleigh, EPU Romsey, ICU Headquarters. Stand by moves WrT Alton to Basingstoke and WrT Fleet to Kingsclere.

27 October 2017

Make pumps 6, ALP required. 19 Gazelle Close, Gosport. ToC 15:11, ToS 17:03. Fire involving one terraced block of three properties of two floors approximately 45m x 12m of brick construction, fire spread to roof and number 17, damping down in progress, roof being removed to investigate fire spread in adjacent properties, ALP turning over in roof space. 10 BA, 3 hosereels, 2 jets. Attendance RP and WrT Gosport, RP and WrL Fareham, ALP Southsea, WrL Wickham (from stand by at Fareham), WrL Cosham, CSV Portchester, ICU Headquarters. Stand by moves WrT Botley and WrT Droxford to Fareham.

9 November 2017

Make pumps 5, ALP required. 35 King George Road, Andover. ToC 21:59, ToS 23:00. Fire involving roof of terraced property, 10 houses of brick construction, 2 floors under a tiles roof, 70m x 8m. Fire in first floor and roof space of middle two houses, 14BA, 1 UHPL, 2 x PPV, 5 jets, 2 x 9m ladders in use. Attendance RP and WrL Andover, IRC Whitchurch, RP Winchester, WrL Stockbridge, WrLR Ludgershall (Dorset and Wiltshire FRS), ALP and CSV Basingstoke, ICU Headquarters. Stand by moves RP Eastleigh to Winchester, WrT Romsey and Overton to Andover.

19 November 2017

Make pumps 7, WrC 2. Fiddlers Firs, Main Road, Portmore. ToC 13:20, ToS 15:23. Fire involving one detached bungalow with fire in roof, 50% damaged by smoke, 25% damaged

by fire, 25% water damage. 6BA, 2 jets, 2 hosereels. Attendance RP and WrL Lymington, RP Hardley, WrT Brockenhurst, WrT and CSV Beaulieu, WrL New Milton, WrL Hythe, WrL Burley, CSV and WrC Eastleigh, WrC Ringwood, ICU Headquarters. Stand by moves RP Fordingbridge to Lymington, RP Redbridge to Hardley, WrL Stockbridge to Lyndhurst and IRC St Marys to Redbridge.

30 November 2017

Make pumps 10, WrC 2. Thatch roof, Highway Cottages, Froyle Road, Lower Froyle, Alton. ToC 15:57. ToS 04:59. Fire involving detached thatched property consisting of two separate dwellings of two floors, 20m x 7m, 1st floor and roof involved in fire. Water supply from two WrC and 3 LPP set into 2 lakes. 12BA, 3 jets, 1 hosereel. Attendance RP and EPU Romsey, WrL Farnham (Surrey FRS), RP, IRC and CSV Rushmoor, WrL x 2 Guildford (Surrey FRS), ALP Basingstoke, WrC Fleet and Bordon, ICU Headquarters, WrL Hartley Wintney, CSV Eastleigh, IRC Basingstoke, WrL Liphook, WrL Alresford, PM Eastleigh. Standby moves WrL Tadley to Rushmoor, WrT Droxford and RP Eastleigh to Alton, WrT Overton to Fleet and RP Andover to Basingstoke. Reliefs RP and CSV Basingstoke, WrT Droxford, WrT Yateley, WrL Kingsclere, WrL Cosham, WrT Grayshott, WrT Hightown, WrL Wickham, WrT Sutton Scotney and WrL Bishops Waltham.

6 January

Make pumps 6, WrC 2, ALP required. New building site, Frost lane, Hythe. ToC 23:27, ToS 04:11. Fire involving timber framed brick clad building under construction, made up of two blocks, one block consisting of four premises 12m x 4m, 100% by fire, block two consisting of three premises 12m x 4m, 100% by fire, 4 jets, 1 ALP monitor, 16BA. Attendance WrL Hythe, RP Hardley, WrT and CSV Beaulieu, WrT Totton, RP Redbridge, IRC and ALP St Marys, WrC Ringwood and Eastleigh, ICU Headquarters. Stand by moves RP Lymington to Hythe and WrL Romsey to Redbridge.

31 January

Make pumps 6, ALP required. Halfords Superstore, Channon Retail Park, Woodside Avenue, Eastleigh. ToC 03:00, ToS 06:15. Fire involving garage workshop, 5% damaged by fire, remainder by smoke. 2 cats inside workshop severely by fire. A further 6 cars damaged by smoke, adjacent Halfords store 100% moderately damaged by smoke, Unit 2 Home Bargains, slightly damaged by smoke, Unit 3 Pets at Home, lightly smoke logged. 6BA, 3 jets, 1 hosereel, PPV. Attendance RP, WrT and CSV Eastleigh, RP, IRC and ALP St Marys, RP Hightown, RP and RSV Redbridge, CSV Portchester and ICU Headquarters.

7 February

Make pumps 12, Bere Mill Farm, London Road Whitchurch. ToC 22:10, ToS 13:07 (8th February 2018). Fire involving farmhouse 100m x 70m. Fire across two buildings, Mill House 50% brick and 50% timber construction with tiled

roof. Main house traditional construction with 25% thatched roof. Fire involving 100% of mill house and 35% of main building. 3 jets, 2 hosereels, 1 CAFS. Attendance IRC Whitchurch, WrT Overton, RP (from stand by Whitchurch) and WrL Andover, RP Winchester, RP x 2, IRC and CSV Basingstoke, RP and CSV Eastleigh, WrT Sutton Scotney, WrL x 2 Newbury (Royal Berkshire FRS), ICU Headquarters, EPU Romsey. Stand by moves WrL Romsey to Eastleigh, RP Alton to Basingstoke, IRC St Marys to Winchester the Andover, WrT Hightown to Winchester.

24 February 2018

Make pumps 6, ALP required. Wilson Tyres, Edwards House, 42-46 Bond Street, Northam, Southampton. ToS 00:27, ToS 02:28. Fire involving building used as commercial workshop and tyre depot of brick construction and flat roof. Fire in workshop and offices consisting of two floors 10m x 40m, 4BA, 4 jets and ALP in use. Attendance RP, IRC and ALP St Marys, RP and RSV Redbridge, RP and WrT Hightown, RP and CSV Eastleigh and ICU Headquarters. WrL Romsey to stand by at Redbridge.

1 and 2 March 2018

Crews across the county were kept busy with the adverse weather. On the 1 March Hampshire Police declared a Major Incident when hundreds of motorists were stranded on the A31 across the New Forest. Three Land Rovers from Burley, Ringwood, Fordingbridge and the Iveco H4T from Lyndhurst plus two Reserve Land Rover's, the Driver Training Land Rover and Nissan Navara from HQ were deployed to the area into the early hours. Burley and New Milton were busy again when later in the day a train was stranded at Hinton Admiral with 55 persons on board. Crews gave reassurance and distributed drinking water.

3 March 2018

Make pumps 15, WrC 2, CSV 3. Thatch roof fire, Well Cottage, High Street, Monxton. ToC 19:49. Fire involving thatched property 15m x 15m, roof and first floor well alight, 20BA, 4 jets, 1 CAFS jet, 2 hosereels. Attendance RP and WrL Andover, IRC Whitchurch, WrT Sutton Scotney, RP Winchester, WrL Stockbridge, IRC, RP, CSV and ALP Basingstoke, IRC St Marys, WrT Hightown, RP Redbridge, RP Eastleigh, WrL/R Wilton (Dorset and Wiltshire FRS), WrL/R x 2 Salisbury, WrL/R Amesbury, WrT Sturminster Newton (This appliance was on standby at Salisbury due to weather conditions), WrC Eastleigh, WrC Pewsey (Dorset and Wiltshire FRS), EPU Romsey, CSV Eastleigh and Rushmoor. Stand by moves RP Fordingbridge to Salisbury, WrT Yateley to Basingstoke, WrT Botley to Redbridge, WrL Cosham to Winchester, WrL Hartley Wintney to Andover.

6 March 2018

Make pumps 8, ALP 2. 88 High Street, Lee on the Solent. ToC 01:20, ToS 13:22. Fire involving building of three floors, 20m x 10m under refurbishment. 100% of roof damaged by fire, 50% of building destroyed by fire, USAR team monitoring stability of unstable side wall. 2 ALP, 6BA, 2 jets in use.

Attendance RP and WrT Gosport, RP and WrL Fareham, WrT and CSB Portchester, RP and WrL Cosham, WrT Botley, CSV Eastleigh, ICU Headquarters, ICU Headquarters, EPU Romsey, ALP St Marys and ALP Southsea. Stand by moves WrT Hightown to Gosport, WrL Waterlooville to Fareham, IRC Southsea to Cosham.

6 March 2018

Make pumps 6, ALP required. Waterstones book shop, Above Bar Street Southampton. ToC 12:23, ToS 15:41. Fire involving book shop, 3 jets, 30BA, PPV in use. Attendance RP St Marys, RP Redbridge, RP and WrT Hightown, RP and CSV Eastleigh, RP Fareham, ALP Basingstoke, ICU Headquarters. Stand by moves WrT Botley St Marys, IRC Whitchurch to Headquarters (appliance was at HQ for publicity event), WrL Bishops Waltham to Redbridge, WrT Portchester to Hightown.



OTHER NEWS

The new Basingstoke Fire Station was officially opened in February. The station, which occupies the same site in West Ham Close, is a massive improvement on the old station. Development work on the HQ site continue with a new restaurant and office wing being built plus, the Training Academy building is receiving a refurbishment.

Colin Carter – Guest Contributor

The St Marys crews must have seen what they were going to as they left the station? Lets be honest, this is just the sort of scene, as we approached riding the PDA, that made us know we were in a great job!

Well, it did me anyway!! – Ed.



Alma Road January 1966



Past Times

Focus on Romsey Fire Station

There is evidence that Fire Engines existed in Romsey in 1770, these would have been provided but used by whoever was around to work them, as was so often the case in this period. In 1808 three manual fire engines were kept at the church, but an attempt to use them at a fire in 1826 revealed that they were not in working order. The private engine from Broadlands dealt with the blaze. The first organized Fire Brigade seems to date back to 1881 and in June of that year work began to build the first purpose-built fire station in South Street.

Despite the fact that, by then, petrol driven motor tenders were entering service in Fire Brigades, Romsey in 1912, became one of the very few Brigades to purchase the Merryweather 'Fire King' steam driven fire engine. The only other one known in this area, was in Portsmouth. It was a step forward from their horse-drawn manual pump and it did produce a good supply of water for firefighting. By 1925 the station was in the old council yard in The Hundred. A petrol-driven Leyland motor pump was delivered in 1928.

As a result of the Fire Brigades Act 1938, Romsey became part of the Romsey and Stockbridge Rural District Council Fire Brigade and additional personnel were recruited into

the AFS to support the existing personnel. When the NFS was formed on 18 August 1941, Romsey became '16B1W'. A new fire station was built and opened by the NFS in June 1943. The station then became 'C33' on the formation of the Hampshire Fire service in April 1948.

A new Recreation room and facilities were added to the rear of the wartime-built station on October 1951.

A new station was opened in Alma Road on 1 February 1966, the the Romsey Mayoress. Alongside was a new house, built for the wholtime 'Caretaker Fireman' (Fireman J Onslow), which all two-pumps stations of this era had. Both were built at the cost of £21, 077. 10s. 4d. It was reported that in the previous year, the station has responded to 235 calls. The Tower was recorded in national magazines as being of a new type at a cost of £1500. In 1967, the siren used to call out the 'Firemen' who were employed at the Strong's Brewery (eleven of the station strength) could not be heard from the new station location and so an additional siren was installed at the Brewery. Romsey also had a 'Cold War' era AFS unit, and the left hand bay as one looks at the existing station was for their Bedford 'Green Goddess' and Land Rover.



5 Jan 1966 Latimer Street Last Drill Night



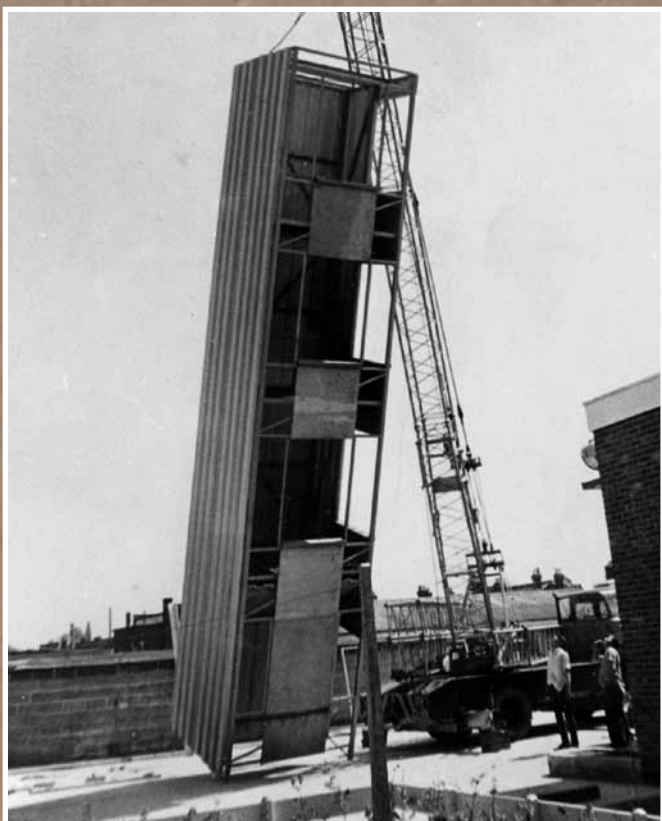
5 Jan 1966 Latimer Street Last Turnout



Alma Road December 1965



Latimer Street Sept 1950



Drill Tower being erected January 1966



Romsey HFS ATV Latimer St c 1949



Latimer Street



Romsey HFS ATV Latimer St c 1949

Mayoress in Muster Bay,
Opening of Alma Rd 1 Feb 1966



New Alma rd Station Romsey Jan 1966

South Street 1900



Snippets

How True!

The future generations of firemen will look forward to more advanced methods of fighting fires, and they will require much greater knowledge than the actual manipulation of the appliances.

The younger men will require tuition which was not even thought of 50 years ago. In the olden days a good fireman was considered to be one that has plenty of practical experience at fires; in the future it will be one who has not only had this experience, but has in addition obtained some scientific knowledge - especially if this is applicable to city and town brigades. He will also need to acquire a knowledge of fire prevention, as members of fire brigades are more than ever before being asked to advise on precautionary measures."

Source: 1936 - the National Fire Brigades Association, which in its day was the equivalent of a mixture of today's National Fire Chiefs Council/Home Office, undertaking the provision of advice to UK Fire Brigades.

Clearly though, in their vision for the future, they never today's diversity of 'Firefighters'.



Last edition

The thatched roof fire on the cover was in fact East Boldre 17 April 1997 at 1421. Had previously been to deal with the thatched Archway on fire at 2012 on 18 September 1988.

Thanks to the corrected info from Charlie (Lord Beaulieu) Knight



Could it be that one of our most prominent members has got himself a new career modelling for garden ornaments?

Ed: No idea who you mean Phil (Crisford) but I will not let anyone know you are asking or suggesting anybody in particular.

Oh by the way and not of course connected to the question asked by Phil(Crisford), not that I am saying who is asking, but I just happened to find this pair of chaps.





Chairman's Report to the AGM April 2018

The Chairman commenced the meeting by asking everyone to join a period of silence, to remember those members of the Association who had passed away during the previous year.

The Chairman commenced the meeting by asking everyone to join in a brief silence, to remember those members of the Association who had passed away during the past year.

The PMA is now enjoying its 10th year since being set up in 2008. We are still here serving our member's needs. Your committee meets bimonthly to plan events and deal with any issues. Our Membership remains very healthy, although attracting new retirees and leavers to join is difficult particularly in the retained areas, unless personal contact is made. It is so easy to loose contact with your past friends and colleagues in retirement.

We have our own information stream and try to keep it up to date, the website advertises our functions and news items. This is enjoyed by our membership and colleagues around the world. It also allows access to useful information, links to Hantsfire, PMA Facebook and Twitter accounts which are regularly used posting comment and Fire Service information and well worth a look. All this helps in keeping the membership in contact with day to day events.

The PMA website is also available to signpost advice on welfare matters and can help in directing those requiring advice to the right source of information for support or help when it is needed.

Our magazine continues to be popular and has contained some very interesting articles on member's hobbies, trips around the world, holiday adventures and PMA activities. Updates on HFRS changes, particularly to their vehicle fleet and some history from the past with Scrapbook Memories

and Letters. The Final Salute section, helps to keep old friends and work colleagues in our thoughts. The Editor does need your articles, photographs or any unusual contributions to keep our magazine interesting, it is the envy of many fire colleagues around the world.

Our finances remain sound and the Treasurer looks after the funds as if they were his own, our accounts are regularly and independently audited. Unfortunately our Treasurer has indicated he would like to stand down during the year. His work and input is very much appreciated and he will be sadly missed.

We maintain links with HFRSSA and attend quarterly committee meetings at FSHQ. The PMA remains a full section within the organisation, this allows us access to FSHQ for functions and provides insurance cover for any Public liability. We also have a committee member on the Fire Pensions committee to ensure our views and interests are made known.

The old HQ Fire Museum is now open at its new venue in Solent Sky museum (Southampton Hall of Aviation), as a joint Fire and Police collection, thanks to our Secretary's hard work and a number of PMA volunteers. It is well worth a visit.

We have again been very active on the social side, with the ever popular pig racing events and suppers. It is nice to be back using the newly refurbished FSHQ, although many amongst us feel it has not quite the same ambience as our 'old HQ', the pictures and furnishings are very different. We all sadly miss the presence of the Phoenix bar, but we will manage to get by and it's not so far to the gent's loo now,

which is very useful as some of us get older, less mobile and with the need to visit more often!

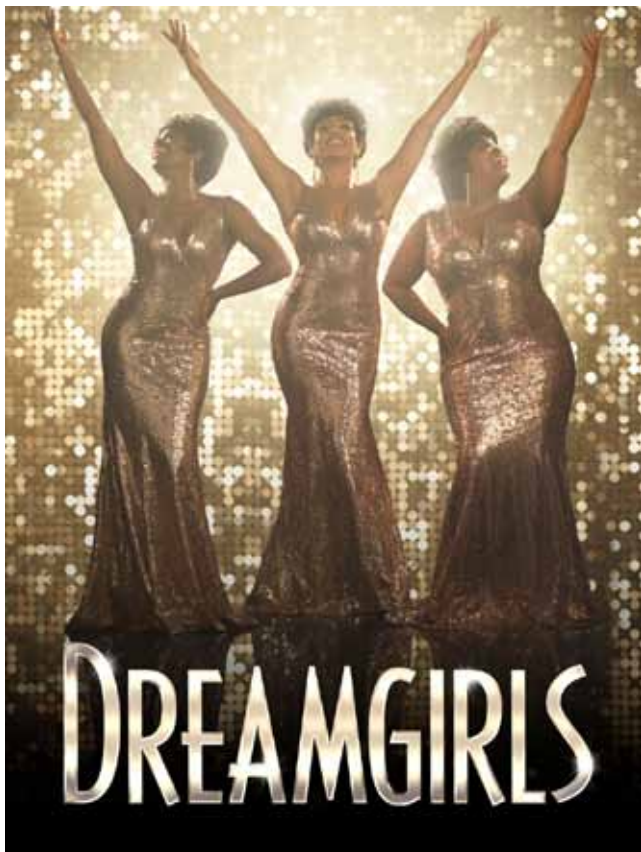
The trips to London proved successful again, with a full coach to the theatre trip for the hit musicals, 42nd Street and An American in Paris. A day trip to Windsor for a river cruise, lunch and tour of The Royal Castle and St Georges Chapel was enjoyed by 54 members and partners with a waiting list in reserve.

The Sunday lunch and PMA skittles championships at Wellow Golf Club were again a great success and a sell out, with Phil Webb securing the bandit of the year hat.

We also tried some weekday lunch time events at the catering college in Eastleigh, these proved to be very popular and allowed old friends to meet up and reminisce and enjoy a 3 course meal at "pensioners prices", we are hopeful these become regular events.

We also had a successful Christmas function at East Horton, although the numbers were down a little, due to the date clashing with some members other commitments. We have advertised this date early for this year to secure the diary date.

Our programme for the coming year is well under way and by the time you read this with some members will have been on a London theatre trip to the hit Musical Dreamgirls at the Savoy theatre and there will have been another lunch at Eastleigh College.



Other events planned are:

Wednesday 11 July

A coach trip to Hampton Court Palace Gardens and Maze, including a 2 course lunch at Zizzi's Italian restaurant prior to the visit.

Wednesday 5 September

A coach trip to the Tower of London, includes Castle tour and Crown Jewels, with a two- course Lunch at Café Rouge in St Katherine's Dock prior to visit. We will also be arranging lunchtime events during October and November at the Eastleigh catering college and the popular Sunday lunch Skittles event at Wellow Golf Club, dates still to be finalised.

Thursday 13 December.

There will be another PMA Christmas function at East Horton Golf Club.

Your committee have now served for many years, we are always looking for new ideas and feedback from the members to keep the PMA moving forward. Please pass on your suggestions.

I must take the opportunity to thank all of the committee for their support throughout the year and in particular to the Secretary for his tireless work and excellent magazines, Treasurer for his dedication to detail. Thank you to the organisers of functions and those maintaining the website and media communications. A special thanks to those who send out the information to keep us in touch with events and sadly all too often, details of those passing on.

I look forward with confidence to another successful year for the Past Members Association.

Andy Anderson.



Final Salute

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

Bob MacDonald

On 21 June 2017
Aged 65

Bob served at Fareham, Gosport and Cosham, until his retirement as a Fireman in March 1990.

Bob Harriott

July 2017
Aged 66

Bob served as a Fireman at Droxford, retiring in March 1982

John Stones

On 20 August 2017
Aged 67

John served as a Fireman at Basingstoke until his retirement in April 2000

Les Strong

On 2 September 2017
Aged 89

Les served at Alresford, retiring as a Leading Fireman in 1982

Brian Calverley

On 11 September 2017
Aged 83

Brian originally joined the Southampton and retired as a Fireman from St Marys in January 1989

Ron Eves

On 21 September 2017
Aged 65

Ron joined as a Retained Fireman at Titchfield in March 1971 and then joined Wholetime in August 1974 and served at St Mary's, Woolston and Hightown, retiring as a Leading Fireman in August, 2004.

Bill Collins

On September 2017
Aged 73

Bill joined the Portsmouth City Fire brigade and continued there as a Fireman for most of his career, ending up for a short period at Headquarters in Eastleigh from where he retired in December 1981.

John Wilson

On 1 November 2017
Aged 63

John served John served on the Southampton stations before moving into Fire Safety and then a period as Station commander at Eastleigh. He retired in 2011

Robin 'Robbie' Goodchild

On 3 December 2017
Aged 85

Robbie served as the Stores Supervisor for many years at Winchester, Redbridge and Headquarters, Eastleigh. He retired in September 1998

Malcolm Tibbs

On 5 January 2018
Aged 87

Malcolm served at Hayling Island until his retirement in August 1987

Maurice Mintrum

On 8 January 2018
Aged 88

Maurice served as a Fireman at Botley until his retirement in October 1985

Adrian Evans

On 9 January 2018
Aged 68

Adrian served at Lymington, retiring as a Fireman in February 1979

Tony Harris

On 13 January 2018
Aged 75

Tony served at Totton, retiring as the Sub Officer in charge in February 1998

Trevor Woodley

On 13 January 2018
Aged 65

Trevor originally joined as a non-uniformed member of staff, before becoming a Fireman, serving at St Marys, Winchester, Training Centre, C Div HQ and A Div HQ, before retiring in December 2002

Mick Paull

On 20 January 2018

Aged 65

Mick was the serving Officer in Charge at Odiham.

John (Jack) Hutchins

On 28 February 2018

Aged 87

Jack served at New Milton, retiring as Retained Station Officer in Charge in May 1986

Keith Bowers

On 28 March 2018

Aged 71

Keith served at Titchfield, Gosport, Andover, Lyndhurst and Woolston, he retired as a Sub Officer.

Chris Barham

On April 2018

Aged 76

Chris served as a Fireman at Gosport and then Fareham, retiring in 1986

Adrian Edmunds

On 7 April 2018

Aged 83

Adrian served at Sutton Scotney, retiring as Sub Officer in charge in September 1989. He was of course well known for his picture framing business and he supplied many fine prints and certificates etc ,to the Service and to individuals.

Lin Batten

On 25 April 2018

Lin was the cleaner, 'cake maker and occasional counselor' at Fareham Fire Station for many years.

Les Simmons

On 24 February 2018

Aged 82

Les served at West End, retiring as the Sub Officer in charge in April 1986 and also in the Control Room retiring as Control Officer, in charge of a Watch, in September 1996. After retirement from this position, Les took on the role of HFRS Catering Team Leader from December 1997, providing feeding at operational incidents until he move to Gloucestershire in April 1999

Audrey Davies

On 15 June 2018

Aged 84

Audrey was the station cook at Redbridge for many years.

Ted Jones

On 5 July 2018

Aged 83

Ted originally served in Derby before transferring to Hampshire in 1962 and then served at Basingstoke, Hayling Island, Eastleigh, Fire Prevention in C, B, and D Divisions, before retiring at the rank of Station Officer, as the BHQ Staff Officer, Copnor in November 1989.

Norman Brown

On 10 August 2018

Aged 92

Norman served as a retained Fireman at Eastleigh until his retirement in 1981.

Peter Watson

September 2018

Aged 88

Many may remember Peter, who transferred to Hampshire from Solihull in April 1979 at the rank of ACO and continued in that position until his retirement in April 1984. In his retirement he had a leading role with the Fire Services Examinations Board.

Robbie (Rick) Rickman

On 21 September 2018

Aged 84

Rick served with the Hampshire Fire Service from 20th July 1962 until 30th November 1988 and retired as a Control Officer in charge of a watch in Fire Control.

Tony Kilford OBE

On 24 September. 2018

Aged 86

Tony joined Southampton Fire Brigade in August 1954, transferring to Hampshire in 1974 as Divisional Officer, becoming the Deputy Divisional Commander 'D' Division before moving to HQ as DO and then as Assistant Chief Fire Officer, Recruitment and Training. He served in this role until September 1984 when he move to the Fire Service Inspectorate, as one of Her Majesty's Inspectors.

Lest we forget

Some photos from Alan Murray.



Charity Run R2/86

(Left to Right) O'Hanlon (West Sussex) Dave Riley, Alan Murray, Dave Barker, Chris George, Nigel Richards, Jess Andrews, Mark Stubbs (Dorset), Pete Crook (out of view) Ed: and I bet Sub O Jess Andrews ran backwards too, giving you encouraging words, right?

'Carry Down'
Alan performing the task. He recalls that they had to do 3 carry downs, two stepping up off the sill and one straddling the sill.



'D' Division HQ circa 93/94 – Ed: some well known individuals here. There are now more Police than Fire at Redbridge!

R2/86 – Ed: some fine and keen young chaps, having survived the loving care of the instructors.

