# STOP MESSAGE



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

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B Division crews attend a Hazmat incident at the Johnson and Johnson factory, Paulsgrove, 30 April 1986

**INSIDE** 



Flying the Flag

Interesting facts about The Union Flag

**Fred Gardiner** 

The final chapter

**PAST TIMES** 

Focus on Lyndhurst Station

## World War 2 USA Propaganda Posters

With World War II now more than seventy years ago, it's easier to appreciate the propaganda posters of the era for their artistic merit. Allied posters of the age aimed to influence citizens to enlist in the military, buy war bonds, join the workforce, and sacrifice in ways that many people in the U.S., Australia, the United Kingdom, and elsewhere have a hard time imagining today. But the tactics employed in many of these posters and adverts were wildly successful in building national pride and support for the war effort, and today are cherished for their campy nostalgia and patriotic messages.

The posters below are the best of the best from the WWII era. Left out are many of the more offensive posters (of which there are plenty of examples). Looking through these can help give us a better understanding of what life during war-time was like a few generations ago.

Remember that propaganda posters were, in reality, sales tools. Their aim was to sell the citizenry as a whole on the war, and to get them to participate actively in the war effort in various ways. Study the motivational tools they use: pride, fear, patriotism, and a sense of duty.

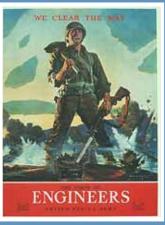
#### **Enlistment Posters**

Enlistment posters aimed to entice young men to join the armed services. For the most part, they played on the desires of young men to be thought of as "men", and on feelings of national pride.

























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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Seeing images like the one here and on the front cover reminds us how far we have come in terms of providing adequate protection for crews at Hazmat incidents and the subsequent decontamination procedures. Environmental considerations are now an important part of operational response.







D50 Brockenhurst Bedford TK Wrt, 906 GOT, issued October 1963 and then to B Div Spare June 1975

# Welcome from the Editor

### At last, here it is! SORRY.

This may be a bit of a long shot but perhaps some of our ex-Portsmouth members may be able to help. I have had a request from the son of Raymond Harry Bulbeck (1928 - 1992) who served in Portsmouth and who is trying to find out anything at all about his father's career – where he served, any photos etc. It seems he has nothing and never asked him anything about his time with the Brigade. So, even the smallest item of information may build something of the jigsaw. If you have anything, let me know.

Congratulations to both Andy Bowers and to Jerry Leonard on their award of the Queens Fire Service Medal. Four QFSMs and a MBE to serving HFRS members over the past 18 months or so must be something of a record I would think.

The Museum is still looking for those leather boots, axes and items of uniform you kept and taking up space in your loft, garage and shed. If you want to get rid of it, let me know.

Until the next time...

Alan House



### As a nation, we have in the past not seen our national flag flown as often and in as many places as one might perhaps witness in other countries

The Union Flag, or 'Union Jack', is the national flag of the United Kingdom. It is so called because it combines the crosses of the three countries united under one Sovereign - the Kingdoms of England and Wales, of Scotland and of Ireland (although since 1921 only Northern Ireland has been part of the United Kingdom).

#### The flag consists of three heraldic crosses:

The Cross of St George, patron saint of England since the 1270's, is a red cross on a white ground. After James I succeeded to the throne, it was combined with the Cross of St. Andrew in 1606.

The Cross saltire of St Andrew, patron saint of Scotland, is a diagonal white cross on a blue ground.

The Cross saltire of St Patrick, patron saint of Ireland, is a diagonal red cross on a white ground.

This was combined with the previous Union Flag of St George and St Andrew, after the Act of Union of Ireland with England (and Wales) and Scotland on 1 January 1801, to create the Union Flag that has been flown ever since.

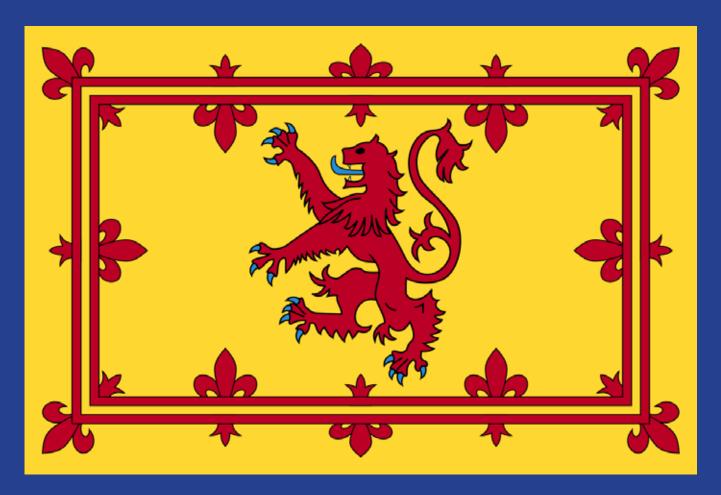
The Welsh Dragon does not appear on the Union Flag. This is because when the first Union Flag was created in 1606, the Principality of Wales by that time was already united with England and was no longer a separate Principality.

The Union Flag was originally a Royal flag. When the present design was made official in 1801, it was ordered to be flown on all the King's forts and castles, but not elsewhere. It is today flown above Buckingham Palace, Windsor Castle and Sandringham when The Queen is not in residence.

The Royal Standard should only be flown whilst the Royal person is on the premises, being hoisted (or broken) on their arrival and lowered following their departure.

The Royal Standard of Scotland is of a different design, but is flown as per the protocol above.





The Royal Standard for Scotland (Lion Rampant) is flown at the Palace of Holyroodhouse and Balmoral when The Queen is not in residence.

On news of a Royal death, the Union Flag (or the Royal Arms of Scotland (Lion Rampant) where appropriate) is flown at half-mast. Contrary to common belief, 'half mast' is not hallway down the pole. It is in fact one-third from the top – an easy way is to make it halfway from the centre of the pole. When a national flag is flown at half-mast, other flags in the vicinity should also be flown at half-mast or not flown at all.

The Royal Standard is never flown at half-mast, as the Sovereign never dies (the new monarch immediately succeeds his or her predecessor).

#### National Flags should however be flown at half-mast on the following occasions:

From the announcement of the death until the funeral of the Sovereign, except on Proclamation Day when flags are flown at full-mast following the proclamation.

From the announcement of the death until the funeral of a member of the Royal Family styled 'Royal Highness', subject to special commands from the Sovereign in each case.

On the day of the announcement of the death and on the day of the funeral of other members of the Royal Family, subject to special commands from the Sovereign in each case.

The funerals of foreign Rulers, subject to special commands from the Sovereign in each case.

The funerals of Prime Ministers and ex-Prime Ministers of the United Kingdom, subject to special commands from the Sovereign in each case.

The funerals of First Ministers and ex-First Ministers of Scotland, Wales and Northern Ireland, subject to special commands from the Sovereign in each case. Unless otherwise commanded by the Sovereign, this only applies to flags in their respective countries.

At British Embassies, High Commissions and Missions when flags in the host country are flown at half-mast, subject to the discretion of the Chef de Mission.

Any other occasions where the Sovereign has given a special command.

If the body of a very distinguished citizen is lying in a building, the flag should fly at half-mast on that building until the body has left.

An alternative mark of mourning, used when half-masting is unsuitable, is to add a black cravat or ribbon to the top of the flag, at the hoist

The above cover Royal and National Mourning, but flags may be flown at half-mast on private or non-Government buildings on other relevant occasions.

Flags will fly at full-mast on Remembrance Sunday.

### The order of precedence when flying flags in the United Kingdom is:

Royal Standards, the Union Flag, the flag of the host country (England, Wales, Scotland Northern Ireland), flags of other nations in alphabetical order, the Commonwealth Fag, The European Union Flag (that might change!), flags of cities or towns, banners of arms and house flags.

In the UK, the Union Flag should be raised first and lowered last unless there is a means of lowering all the nations flags simultaneously.

The flag may be raised 'in a dignified manner' or by 'breaking the flag by a sharp tug od the halyard, breaking the cotton used to hold it in a rolled state – often used to signify the arrival of a VIP or to start and event.

There is no Flag Act in UK law and the Union Flag is the national flag by long established tradition or custom and practice, rather than by statute. That said, there is in fact some constraints placed upon the flaying of the flag in Northern Ireland, by virtue of Regulations introduced in 2000 and 2002

There did used to be very strict protocols regarding the flying of the Union Flag and it was these rules being followed that probably resulted in the it not being seen on the scale that is often seen in other nations. A relaxation of the rules and now, even encouragement from the Government has seen the 'flying of the flag, increased and at a variety of locations.

The pre-determined flying of the Union Flag, on Government owned buildings, is decided by the Department for Culture, Media and Sport at 'The Queen's Command'.

The Union Flag is certainly flown on Government buildings on days marking the birthdays of members of the Royal Family, Commonwealth Day, Coronation Day, The Queen's

Official Birthday, Remembrance Day and on the days of the State Opening and 'prorogation' (discontinuation without dissolving) of Parliament.

Flags are normally flown from sunrise to sunset but they may also be flown at night, when they should be illuminated.

No permission is needed to fly the national flags and they are excluded from most planning and advertising regulations (but flagpoles may not be).

National flags should never be flown in a worn or damaged condition, or when soiled. To do so is to show disrespect for the nations they represent. When a flag becomes tattered or faded and is no longer in a suitable condition for use, it should be destroyed in a dignified way,

The term 'Union Jack' possibly dates from Queen Anne's time (1702-14), but its origin is uncertain.

It may come from the 'jack-et' of the English or Scottish soldiers, or from the name of James I who originated the first Union in 1603.

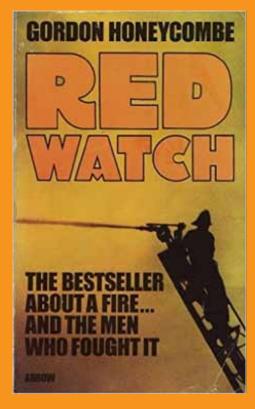
Another alternative is that the name may be derived from a proclamation by Charles II that the Union Flag should be flown only by ships of the Royal Navy as a jack, a small flag at the bowsprit; the term 'jack' once meant small.

One of the worst things to do is to fly the Union Flag upside down. Apart from being simply wrong, this is seen to be disrespectful and it is also an unofficial way to signal distress and has been used in the past by the military in that way to signal all is not well in beleaguered fortification and positions.

The broader white stripe should always be upper-most in the top left corner when on a flagpole. If on a coffin the broad white stripe should be upper-most across the shoulder of the deceased.



# Snippets



### BOOK REVIEW

Can it really be 40 years since Gordon Honycombe published his ground breaking book Red Watch?

For all firefighters in the late seventies this was the must read account of the 1974 fatal 30 pump fire at the Woresley Hotel, Maida Vale, London and the courageous, determined, and as it turned out tragic, actions of the crews from Red Watch Paddington, and others, who fought the fire, and in doing so paid such a heavy price.

Altogether there were seven fatalities, including Paddington Fireman Hamish Pettit aged 25.

For those who remember him, Gordon Honycombe was a well known newsreader, journalist and TV personality of that time; but for the Fire Service he will always be remembered as the author of Red Watch. This book was ground breaking, as it told probably for the first time, what it was like to be a professional fire fighter, giving an accurate insight into both life on the station, and the experience of fighting a major, life threatening fire.

Red Watch is still in print and is readily available from Amazon, and other on line outlets, both new and second hand, for reasonable prices. ISBN-10: 0099142309. Although it speaks to us from a different age, it is still a riveting and moving read, and one that has more than stood the test of time, as relevant today as it was in 1976, a classic.

#### Philip (Cris) Crisford

### Little Snippet

In September 1900, it was reported that the members of the Winchester Fire Brigade had 'resigned en bloc' over a dispute between the Chief Fire Officer, Captain Turner and one of the city officials, with respect to the horsing of the engine was considered a sufficient 'easus belli'. The report stated that, 'it is regrettable that so efficient Volunteer Brigade should have led to take this drastic step. The resignations have been accepted and steps taken to reform a retained Fire Brigade, under the General Purposes Committee.

Source: Fire and Water September 1900

#### A call for help

You know those old leather fireboots you kept when you retired because they 'would come in handy' - yes, the ones going hard and mouldy in your loft or garage – if you want to let them go after all these years, we really need some for the museum. These and any other items that you may have that will never see the light of day again gratefully accepted.



Also, I bet everyone has a photo somewhere taken on watch or at an event which proves you (and others) really were young and had hair once. How about sending it to me to copy or scanning it yourself (at high resolution please). I know you have something sat in the drawer or album that never gets opened!

# Never volunteer but you just have been

As a Junior Fireman there were advantages and disadvantages, highs and lows. In August 1966, I was a second year Junior Fireman looking forward to October of that year to start the three-month training course at Surrey FB Training School at Reigate and then a duty watch.

With the other five on my course at that time plus the first year Junior Fireman we were told that we were "volunteering" to attend a big exercise in London and that we would be away for two weeks. Fantastic, two weeks in London at the Brigade's expense, Wrong!

Leading Fireman Alan 'Pancho' Pascoe was in charge and our first job was to head to a military base in Surrey and collect a large, very large, number of tents. We then headed for RAF Hendon where for the next four days, with Firemen from other Brigades, we put up tents. We were looked after quite well staying in RAF billets and doing well for food plus we managed to get into central London most nights but that's another story.

Somebody, probably in the Fire Department of the Home Office, had had the idea that to celebrate the Tercentenary of the Great Fire of London the Auxiliary Fire Service (AFS) should produce four hundred jets into the Thames on Sunday 4th September 1966. This would mirror the Great Fire dates which are the 2nd to 5th September 1666. The arrival of crews and mobile columns would start on the Friday 2nd , with rehearsal day on the Saturday 3rd, event on the Sunday and everyone home by the Monday 5th.

All the working parties were issued with green cap tallies and our job was to marshal the arriving crews, get them to their tents and then patrol the parked vehicles each night as a sort of mini security team. For this we were issued with short pick axe type handles which the RAF Police said we should stick up our sleeves for quick use should we need them?

So Friday arrived, picture the approach road into the base as seemingly hundreds of self propelled pumps (Green Goddess) in mobile columns from all over the country head in with only one thing in mind dump the pump get changed and head into London for a bevy and various other things.

We eventually got them sorted into the right tents, vehicles parked properly and queries dealt with during a hectic afternoon and evening and things then went relatively quiet until closing time!

Most came back slightly the worse for wear but happy and singing and our main job was making sure they got back to

the right tents and knew where the facilities were. However just near the main gate was the Officers Mess with a very nice piece of manicured lawn with the obligatory sign saying keep off the grass. You guessed it at about midnight we are called to assist others because standing on the lawn was an AFS Fireman, totally drunk, and wanting to take on allcomers. Shortly after two of us got there we were relieved to see that an RAF Police Corporal with a German Sheppard about the size of a small pony was giving the guy the option to get off the lawn or the dog would go in to help him out,. I have say that at this stage the dog lead was like an iron bar with the dog on two legs straining to attack. Fortunately as with all drunks about half an hour of nonsense talking and we managed to get him back to his tent still in one piece. The RAF Corporal was more upset that someone had walked on the grass,

As things quietened down we returned to alternately patrolling the vehicle park and heading for the WRVS cooking area for sausage and bacon sarnies.

However the peace did not last long. Those of you who are familiar with a Green Goddess know that there is a through locker on the vehicle, just behind the cab, from which we heard certain noises. Alan 'Nance' Nelson being a considerate person felt that we should each take one side of the vehicle and on the signal bang on the locker door with our pick-axe handles. I leave you to imagine the result.

We did not take part in the exercise, but later on the Sunday and Monday spent the time getting the crews away to various parts of the country and the next couple of days taking tents down and back to Surrey.

All of the above are recollections and after 51 years not necessarily fact for the exercise so others may have a completely different view or an addition to make..

Those that went:

2nd Year Jnr Fm Bob Britton, Mick Blake, Alan Nelson Brian Pope and Jeff Stone and myself.

1st Year Jnr Fm Ian Baker, Jerry Beech, Alan Hammond and Malcolm Lucas.

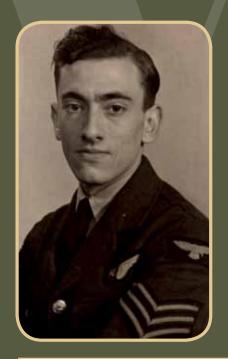
#### **Philip Griffiths**





Ed; Exercise 'Tercentenary' was the largest ASFS Mobile Column deployment ever held in the UK, with a total of 1000 vehicles and 5000-men and women AFS members from across 118 Fire Brigades taking part and converging on the Royal Victoria and Albert Docks to get 400 jets to work, fed from 'Bikini Unit' rafts in the water and 'Featherweight' pumps along an 'incident front' of 2.5 miles. It was recorded that AFS Firewomen served 552 gallons of tea from 23 refreshment points, using 69 teapots and 9200 disposable cups. Thirsty work obviously! One crew of 6 AFS Firemen travelled 130 miles along the Grand Union Canal, on two Bikini rafts, to the exercise from Warwickshire, passing through 101 locks enroute and powered by just the jet-reaction from a Featherweight pump.

I have added to Phil's article some of the types of AFS vehicles which would have taken part in this huge mobilisation of port the Nation's Civil Defence organisation.





# Fred Gardiner the final chapter

#### **26th August 1943**

It was time once more to move on. In the morning my new haversack was packed, Madame Giny making sure I had plenty of sandwiches. Then Charles and Lolotte pushing their bicycles accompanied me back to the village square where we took a road leading away in the opposite direction. Again there were few people and no traffic to be seen. Half a mile from the village we halted and rested on the grass verge. Two German military policemen cycled by but gave us no more than a glance. After a short wait a motorcyclist approached from the village. It was Dr. Pierre who was to take me to my next destination. With farewells and good wishes from Charles and Lolotte and some regrets I was off again. Not a long journey, perhaps four or five miles and we arrived at Muno, another village in the chain.

Doctor Pierre delivered me to a house with a small front garden and opposite the Gendarmerie. This was the home of the burgomaster, Monsieur Joseph Godfrin whom I saw but briefly before being taken through the house to a conservatory at the rear. For several hours I sat here alone and, well I remember, without a cigarette. At dusk a youth and a girl, both about sixteen appeared. Leaving with them I was taken a few hundred yards out of the village to an isolated house laying back some fifty yards from the road. Here I was to spend the night in a room with only a skylight in the ceiling, but it was comfortable and I slept well.

#### **27th August 1943**

Breakfast was served on a large table by the window in the front of the house and shared with three or four members of this household whose names I never learned. The only other feature of this place that I can recall was the outdoor lavatory. Typically rural with wooden top and front, lifting the lid revealed a drop of twenty or thirty feet to an underground stream, a convenience in every sense.

After breakfast my two young friends of yesterday reappeared. They and the others were perturbed about the strips of 'window' littering the landscape. I was able to

reassure them that they were not poisonous or harmful in any way, but with the language problem and their ignorance of radar it was impossible to enlighten them as to its true purpose. They settled for an explanation that it interfered with the radio.

We now returned to M. Godfrin's house, where once again I found myself alone. However, after only an hour or so two ladies appeared, one presumably Mme. Godfrin, the other being introduced to me as Mme. Alice. They were sisters and Madame Alice was to be my guide on the next stage of the journey. There was indeed some urgency to get away, the Germans were suspicious of M. Godfrin and we could possibly be raided. This house was in fact a link in the 'Possum' escape line.

We set off on bicycles. The weather was fine and very warm and the eight or nine-mile journey was hard work for Madame Alice, a rather plump lady of perhaps forty. The ride itself was through the delightful forest region of the Ardennes, along narrow roads sometimes no more than tracks. It was evident we were keeping away from main thoroughfares for obvious reasons, and for the first few miles saw no one. Eventually we joined a main road but again there was virtually no traffic, the occupation seemed to have immobilised the whole country.

I was aware that we were now approaching a town, but suddenly we made a sharp right turn off the road on to a narrow rough track which all but terminated after a hundred yards or so. Here on the left and after passing one or two windowless brick buildings, we arrived at a cottage situated side-on to the lane. The front of the house looked down the flat valley of the river Semois, which flowed fast, and wide some thirty yards away. From the edge of the far side of the river the terrain rose steeply and was densely tree covered, the whole area well qualifying as a beauty spot. The only man-made construction in this scene was a large tobacco drying shed situated about a hundred yards in front of the house and surrounded as one would expect by the growing plants.

We entered the house by the front door (there seemed to be no other entrance) and were welcomed by the occupants. They were Monsieur and Madame Pierret, a middle aged couple, typical workers of the land, and a somewhat younger woman whose name was Madame Simon. There was also an elderly lady, perhaps a parent of one of the others whose name I never knew. Once more I sat aside while a great deal of conversation went on in French. Madame Alice had brought knitting and wool. She unwound a ball of wool to reveal a handstamp, perhaps the one used for my identity card and now being passed on for further use. My new hosts provided food; I remember waffles with jam were a favourite in this household, and after a meal we said goodbye to Madame Alice.

Here I was to spend the next fourteen days. The house had three storeys and I was given a small cosy room on the top floor. It had a low ceiling and a window overlooking the track down which I had cycled. There were several small doors enclosing shallow cupboards on the walls. My curiosity led me to open them - they were packed tightly with cigars, undoubtedly the produce of this tobacco farm. My bed was very comfortable with an immensely thick duvet.

Unfortunately none of these people spoke English. I was learning a few words of French but in no way did it allow real conversation. M. Pierret was busy most of the day attending to the crops (there was a small orchard as well as an acre or two of tobacco), looking after five or six sheep in pens at the side of the house and sometimes fishing. I accompanied him on these occasions and we sat together on the riverbank smoking either VF's or cigars but unable to make much conversation. The results of the fishing were not particularly impressive.

A somewhat solemn man, M. Pierret portrayed a rather unkempt figure, often unshaven, with drooping moustache and always wearing his large cap. His wife, a tall, rather plain, boisterous woman was less untidy, while Madame Simon was small, dressed in black with long skirts, perhaps to cover

a deformity as she had a pronounced limp. Her husband, a Belgian soldier, was a prisoner of war in Germany. They were all living for the day when, as they told me "the British soldiers would arrive," and even pointed out the direction from which they would come - from the west no doubt, through the orchard! What a pity I thought much later, that it was the Americans who liberated this area.

This place was so well away from the beaten track that I remember only two visitors during the whole fortnight of my stay. Although it would have been foolish to wander too far, I spent many hours along the riverbank and walking about the valley. Rarely would there be anyone walking on the opposite bank but the river was sufficiently wide to prevent any form of communication; this then was a good 'hide-out'.

One day the two young people from Muno called and ran excitedly across to where I was strolling among the tobacco plants. They had startling news; the burgomaster's house had indeed been raided by the Gestapo only hours after my departure but fortunately M. Godfrin had been forewarned and by now should be safe in Switzerland. There was no other excitement during my stay at 'Au Maqua' but one night I was awakened by the roar of aircraft as RAF bombers flew overhead on their way to some target in southern Germany. The noise continued for more than half an hour. I got out of bed and sat by the open window to listen; my thoughts being very much with my erstwhile comrades in the darkness above.

Meals at 'Au Maqua' were rather less formal than at 'La Sapiniere' but were adequate nevertheless. Amongst the fare was milk from the sheep, which although looking richer than cows' milk, was agreeably very similar. One disagreeable feature of life here was the multitude of house-flies, at mealtimes they were particularly obnoxious, and apart from beating at them with anything that could be used as a fly-swat there was no cure. The weather during all this time remained fine and very warm and it was almost possible to imagine that one was on holiday.



#### 10th September 1943

Eventually the time came to move on. Somehow a message was received that a car would collect me during the morning and so when it arrived at about 11.00 a.m. on Friday 10th I was ready and waiting. After fond farewells to the kindly people of 'Au Magua' I found myself being driven away in a taxi, my escort this time, in addition to the driver, was a tall man who was in fact the husband of Madame Alice. We turned towards the town I had fleetingly seen two weeks before. It was Bouillon, a place with lots of history and a famous castle. The taxi pulled up in front of a hotel in one of the main streets and we quickly entered and made our way to a back room, which had evidently been booked for the occasion. Two or three other men were in the room, seated at a large table, which was laid for lunch. We joined them and the door was locked. After much shaking of hands, I was delighted to find that the youngest man present, apart from myself, was Flight Sergeant Herbert Pond of the Royal New Zealand Air Force.

It might be interesting to briefly relate his story. He was the pilot of a Lancaster 'pathfinder' which crashed in Belgium. After being attacked by fighters he dived in an effort to shake off the attackers. Damaged, the aircraft literally flew into and along the ground, killing at least one crewmember. The survivors spilled out from the wrecked aircraft and scattered in all directions fearing fire or an explosion. In the darkness they had become permanently separated. Herbert Pond had not seen any of his crew since then. It was gratifying to think that from now on, I would have a compatriot to share whatever was in store for us. Moreover to talk freely in English again (even in low tones) was marvelous.

Flight Sergeant Pond was however in some trouble. Due to confusion on the radio link with London, the Resistance suspected that he was a German 'plant'. One of our party spoke some English and asked me if I could vouch for him. By questioning Herbert it transpired that he and I had been on overlapping courses at our OTU (Operational Training Unit) at Cottesmore, Rutland, earlier in the year. He remembered and described an occasion there when Australian crews 'acquired' live chickens and engaged in hen racing across the parade ground. Such a bizarre event (which I too remembered well) would hardly have been known in such detail by an infiltrator and Herbert was exonerated. Afterwards he said that I had saved his life, such had been the suspicion in which he was held.

That lunch in the Hotel de Progress, Bouillon, seemed particularly good, almost like a celebration. After the 'coffee' and cigars, the door was unlocked and a surveillance of the street was made. Then Herbert and myself with Monsieur Arnould (Madame Alice's husband) re-boarded the taxi and we were off once more. We were now to cross the border into France. At a convenient and quiet spot the taxi stopped and the three of us alighted. A young woman, who must have been awaiting our arrival, now appeared and escorted us into the thick woods bordering the road. The taxi driver would take his vehicle through the frontier barrier in the authorised manner while we were to cross unseen (we hoped) through the woods. After ten minutes or so of walking we arrived at a small building almost completely surrounded by the trees.

Clambering down a slope, we entered via a back door, which led into a tiny bar, almost English style. We were provided with drinks and although those present may have been aware of what was going on, Herbert and I stayed mute. We were now in France, at the Café aux Chapelle.

Here M. Arnould suggested we hand over our Belgian money to him. This did not seem to be unreasonable in view of the expenses being incurred, moreover the money was now of little use this side of the border. I learned later that the taxi driver was upset at not receiving a share towards his costs.

At this point we acquired a new guide whose name remains unknown. This man spoke some English and we were able to converse a little with him while M. Arnould made his farewell, presumably to return across the border. Soon the taxi appeared in the narrow road in front of the building and with our new guide we climbed aboard and resumed the journey. The situation was now to change dramatically. From seeing so few people during the past month, we drove into the French border town of Sedan which was a comparative hive of activity. The taxi pulled up in the precincts of the railway station. There were German soldiers everywhere. After a brief 'au revoir' to our driver, who stopped barely long enough for us to alight, our guide led us to an unoccupied bench-type table and obtained refreshments from a nearby kiosk. He then left us for a few minutes to buy rail tickets. We were now joined by several German soldiers, who leaned their rifles against the table, whilst they drank their beer.

To jump up and make off immediately was obviously not the best thing to do, so we sat still and unspeaking. The situation was eased a minute or two later by our guide who returned, and speaking a few words of French made it quite clear it was time to go. Handing us our tickets we passed through the gates on to the station. I was gaining some confidence by now and even risked a 'merci' to the ticket inspector. On a quiet part of the platform Herbert and I were briefed as to what we were to do next. Our tickets were for Reims; we would board the train separately. At our destination, we would be met at the station exit, by a woman dressed in black, and with a floral buttonhole. We were to follow her, keeping at least ten metres apart.

The train drew in and suddenly I was on my own. The coaches were corridor type and the train stopped with a door opposite to me. I made for the steps whereupon a French porter shouted at me, waved his arms and pointed to a notice, of which there was one in every compartment window near me saying "Reserve pour les troops d'occupation". Even I could understand that, but then I noticed that civilians were standing in the corridor. Ignoring the porter, I climbed aboard and took up a position midway along the coach. The compartments had been unoccupied, now they were quickly filled with soldiers. My carriage took on army and airforce officers in their resplendent uniforms displaying German crosses and swastikas in profusion. It was difficult not to stare, but I flattened myself against the side of the corridor while several of them squeezed past, one or two even giving me a curt 'pardon'. How ridiculous, I thought, that German officers were being polite to me in French. If only they knew that this fellow traveller was wearing an RAF PT vest!



In addition to the Wehrmacht and the Luftwaffe, a contingent of Red Cross nurses was boarding the next two or three carriages. All the Germans looked very smart in contrast to the outnumbered and shabbily dressed civilians. The train was quite full by the time we pulled out of the station. There was no sign of Herbert Pond; he boasted later that he spent the journey in the buffet car where someone bought him a drink. At Charleville we stopped, the engine was transferred to the opposite end of the train and we drew out in the direction from which we had arrived. The scenery was uninteresting and after a journey of perhaps one and a half hours we pulled into Reims station.

Here the plan went like clockwork. Herbert reappeared on the scene and we were soon following instructions to the letter. The lady was waiting at the station exit. Across the square in front of the magnificent cathedral and into one of the main streets, I kept a close watch on both our guide and Herbert. Presently we found ourselves in a smart flat on the first floor above shops. But this was a very temporary refuge, and after no more than an hour we were escorted again to a new address a few streets away in a quieter part of the city. Here were several members of the household including an elderly

man, partially blind, who was continually being scolded by the others, for listening to the BBC's French broadcasts with the volume dangerously high. Herbert and I were given a pleasant room in the style of a 'bed-sit' with twin beds, but it was to be for only one night.

During our brief visit to Reims, I asked the names and addresses of our benefactors, but as it would have been very unwise to have any written material on one's person, this had to be committed to memory. Our French friends were taking no chances and many years later I learned

that even these addresses were bogus. That of the smart flat was subsequently found to be non-existent. The house, we understood, was No. 4, Rue de la Liberté, but post-war enquiries revealed that we stayed, in fact, at No. 51, Rue Battesti, the home of Madame Bulart, a middle aged lady and her family. Such were the ruses deployed by the Resistance. The blind man was Monsieur Drion whose family was also involved in the Reims activities.

Madame Bulart asked me to write to her sister, Mrs. Gray, who lived in Gainsborough, Lincolnshire, should I reach home safely. The address, 15, Limetree avenue, was memorised. Mrs. Gray was to be told that the family, although living under difficult conditions, was well. I was able to carry out this small service sooner than I could have imagined at the time.

#### 11th September 1943

In the early afternoon Herbert and I were visited by a suave, well-dressed Frenchman, who spoke fluent English. He would accompany us on the next leg of the journey. We were soon back at Reims station where tickets were bought and where I remember a Dornier bomber circling overhead as we waited for our train. The local train pulled into a siding and the three of us boarded. This was definitely third class travel - wooden slatted seats facing each other across cramped compartments and with no corridor. The train filled up rapidly, our fellow passengers, mostly women, seemed to be local country people returning home from a trip to the city. Despite the fact that we never spoke for the whole journey of perhaps forty minutes, this did not seem to attract attention, and although friendly glances were exchanged, no one attempted to speak to us which was a relief.





We left the train at Fismes, a small town according to the map. but we saw little of it as our guide, led us to a house only a few minutes walk away. Our Frenchman, (he may in fact have been French Canadian) I surmised was rather more than just a patriotic helper. As if to confirm my view, he produced his identity card, the photo of which he explained had been taken in London the previous week. Our accommodation at Fismes was in a fair-sized end-of-terrace house with three or four occupants whose family name, Beuré, I did not learn until many years later. One of them showed us a dismantled 'Flying Flea', a small home-built aeroplane popular in the nineteenthirties but considered dangerous to fly. This was stored in a barn, one of several outbuildings at the side of the house. The owner must have been joking when he remarked that as a last resort one of them might get to England in it! Once more Herbert and I were given a comfortable room to share and were provided with cigarettes and a copious supply of white wine. The windows were heavily curtained, we could hardly see out let alone anyone see in, so we felt fairly secure.

I remember being asked not to disturb the spider in the outside toilet. Such a mysterious request had to be investigated! The creature was immense with a huge web; its duty was obvious and very effective.

The French (or Canadian) agent, who had brought us to Fismes, now had some remarkable and exciting news. It might be possible for Herbert and me to be flown out of France by an RAF 'plane which was expected to bring supplies in for the Resistance during darkness. This might be tomorrow, weather and moon permitting, but we would be kept informed. However, we were disappointed when, by the afternoon of the second day we learned that the operation was 'off'. There had been rumours back on the squadron that the RAF were operating in and out of France by night, carrying agents and equipment as well as dropping people and supplies by parachute. The rumours then were true.

#### 13th September 1943

In the afternoon Herbert and I were alerted for a possible rendezvous with the aircraft that night. As darkness fell,

our small party - including three or four members of the Resistance, set off under a bright moon through the silent countryside in single file and with no talking allowed. How far we walked is difficult to recall, three or four miles at least, but we had not reached the landing site when the aircraft arrived overhead, circled and flashed its identification light. We began to run whilst the 'plane made several circuits, occasionally going out of earshot. This activity must be alerting every German soldier for miles around, were my thoughts, as we ran on, the silence being shattered by the noise from the aircraft's engine each time it flew overhead at a few hundred feet. Then, consternation when, on reaching the landing field we found that most of it had been ploughed, leaving only a strip of grass with a haystack at the end. Would such a restricted landing area be adequate? Torches attached to sticks were quickly set out as markers for the pilot, and it was my job to flash the letter 'R' as a 'safe to land' signal.

The aircraft came in over the haystack and landed with a considerable bounce a few yards in front of us, then quickly came to a stop and taxied back to our party. The engine had to be kept running - it seemed deafening - and I half expected the enemy to rush out from all sides. The aircraft was a Lysander of No. 161 SOE (Special Operations Executive) Squadron, piloted (I learned later) by Squadron Leader Hugh Verity whose book "We Landed by Moonlight" records this operation among the many others he successfully completed. The Lysander was a single-engined, high wing monoplane, which could fly slowly and land and take off in short distances. This one had a large torpedo shaped long-range fuel tank under the fuselage, and a fixed ladder to the rear cockpit on the port side. I had been instructed to remove parcels from this cockpit, take my place there and operate the intercom to advise the pilot when all was ready for takeoff. Flight/Sgt Pond and an agent codenamed 'Grand Pierre' quickly followed me aboard. There was very little room in the cockpit designed presumably for one person but we closed the perspex cover and sat huddled on the floor. If there was a seat, I certainly did not get the benefit of it; also there were no parachutes, a disconcerting feature.

We flew back in bright moonlight at perhaps four or five thousand feet. There was no cloud and the ground could be seen clearly. At the coast, a few searchlights were evident but made no attempt to pick us up. Across the Channel and just off the English coast, I was able to identify Brighton and soon we were coming in to a smooth landing at Tangmere near Chichester. 'Grand Pierre' was whisked away in a car while Herbert and myself were taken to the special quarters of 161 Squadron. There, after expressing our admiration and thanks to Squadron Leader Verity, we were given a meal and quarters for the remainder of the night.

#### 14th September 1943

In the morning, we were taken by car to the Air Ministry in London where our absence would have to be explained. Five weeks back pay plus a month's leave was to be some compensation for the 'inconveniences' suffered. Early in 1944 a German communiqué gave my name, number and rank as being an enemy airman "at large on the Continent of Europe." As a result, I would not be sent on operations over Europe again.



Of our crew, the two air-gunners, Nevil Holmes and Jack Kendall, as well as flight-engineer George Spriggs lost their lives that night in August 1943. From Belgian accounts, it seems that the Lancaster blew up just before hitting the ground outside the village of Marbehan. Jack was thrown from the aircraft; his body was found in the morning alongside the fence bordering a road, but he had probably been killed in the initial attack. The bulk of the aircraft crashed in a nearby field, some of the debris falling on the village although no damage or injuries were recorded there. As for Nevil and George, no one knows exactly how they died, and unfortunately my hopes for Nevil had been unfounded. For George, it was ironic that he should die in an aircraft which he had serviced and remembered well, from his days as a ground engineer, before volunteering for flying duties. He had been delighted when, on completion of training we had been posted to his old squadron. The three are buried at Florennes near the enemy fighters' base in Belgium.

John Whitley and 'Whiz' Walker (who were both helped by the Féry family), made contact and together journeyed to Switzerland, where they crossed the border on Christmas Eve 1943 and were interned. Navigator Peter Smith saw the wreck of our 'Lanc' from a train on his travels to Brussels, before going on to Paris and the south of France on the famous 'Comete' escape line. He eventually crossed the Pyrenees on foot and was imprisoned by the Spaniards. Later he was freed after representations by the British Consul and reached home via Gibraltar. I met my surviving crewmates again; John and Peter by arrangement and 'Whiz' by sheer chance on Sheffield railway station some two years later.

On subsequent visits to Belgium, being treated with the greatest hospitality by Monsieur and Madame Spruyt at 'La Sapiniere' and, later by their daughter Lolotte and her husband Rene Zimmer, I met again many of my helpers. How some were located again makes another story. They included Robert Féry and his wife Thèrèse; the old gentleman from Marbehan; Doctor Pierre; L'Abbe Chenôt and Mlle. Gerlache; M. and Mme. Pierret of 'Au Maqua' with Mme. Simon and her husband safely returned from Germany; M. Godfrin, and Madame Alice Arnould. Later I learned that my friends at Tintigny had indeed been father and daughter - M. and Mlle. Pauly, and I met again the taxi driver M. Paul Frerlet. They all had their own story to tell. Madame Féry was shot and wounded on being arrested for activities fortunately not related to my escape. Paul Frerlet had taken twenty-two airmen (British and American) as well as political refugees from Belgium to France, and both these brave people had spent several months in concentration camps suffering horrific treatment. M. Godfrin's house at Muno had been a 'transit camp' for more than twenty servicemen at various times. He had spent the latter part of the war in Switzerland, after the raid on his house. In 1947 my friends at Rulles presented me

with part of my parachute, and in 1981 my cap was returned to me by its finder, M. Burton, a boy in 1943 living in Rulles.

Sadly, after more than forty years, many of these good friends have passed on. Charles and Giny Spruyt, M. Godfrin, L'Abbé and his housekeeper; Remi Goffin the gendarme, Doctor Wavreil of Tintigny, and no doubt others with whom contact was lost, have since died. Monsieur Georges Quinot, a lawyer who interrogated me at 'La Sapiniere' and provided my identity card died in a concentration camp in Germany. Due to the indiscretions of a daughter, the Beuré family of Fismes, were also taken to Germany, where presumably they died.

Others, not known by name until many years later and who must not be omitted from this narrative include the Roussel family (first house in Rulles); Armand Zigueld (second house); Madame Keser (awarded honours for her Resistance work and who gave me my first meal of plum pie), and Doctor Abbaye who examined me for injury at Rulles. None will be forgotten.

Although we were never to meet, one more name must be added to those mentioned above; that of Edgard Potier (his home was Florenville). He was an officer in the Belgian Airforce, escaped to England, later to parachute back into Belgium. He was instrumental in setting up the 'Possum' escape line. Betrayed to the Gestapo, he committed suicide in 1944 after being horrendously tortured.

Ed: The Possum escape line was established in July 1943 specifically to provide a route home for aircrew shot down during the many bombing raids that were launched on Germany. This route was set up specifically for those who were shot down over the Belgian Ardennes area. The airmen were sheltered, fed and issued with false identity papers before being moved to 'safe-house' in the Reims area of Northern France and also in Paris, with links to other escape lines. The Germans managed to break up Possum in December 1943, with disastrous consequences for those involved. It is estimated that some 70 escapees were helped to get back to the UK.

Sadly Fred passed away earlier this year, but hopefully in printing his story we have paid a huge tribute to him and all of his colleagues now, unfortunately, few in number' who took off in aircraft which today would be seen to be crude and lacking, on missions over enemy territory in the defence of our nation. Due acknowledgement also to the many citizens of occupied countries who risked their lives to try and return home the many fliers and escaped PoWs on their perilous journey back to freedom. Thanks to PMA member, Lin Malt, for allowing us to share her Dad's experience.

# HFRS Happenings

### APPLIANCE NEWS

The four Water Carriers mentioned in previous reports are now operational at Fareham, Andover, Eastleigh and Ringwood. Water capacity is 10000 litres and they are fitted with Godiva 4010 (5000lpm) pumps with twin hose reels. These appliances are the first in the county with the new HFRS appliance livery consisting of battenburg on the sides and diagonal stripes on the front. Also new on these appliances are changeable call sign plates which will replace the convoy numbers. The idea being that the call sign can be transferred to a Reserve appliance giving greater identification on the fire ground.

A new Ford Ranger L4V has been allocated to Eastleigh, which is now designated as a Specialist and Technical Rescue station. The Ranger will be used to carry equipment as and when required from the New Dimension fleet of Prime Movers and the Search and Rescue Unit. Also being based at Eastleigh will be a new Volkswagen Transporter Search Dog Unit and whilst mentioning dogs, the Fire Investigation team based at Service HQ have received a pair of Volkswagen Caddy Dog Vans.

Emergency One is currently building two Rescue Pumps with copolymer bodies destined for Rushmoor and Hightown. These appliances will feature 22mm hose reel tubing and McDonald quick release couplings, a suite of rechargeable battery powered tools and lighting including

SDS drill, impact driver, reciprocating saws all made by Milwaukee, Lukas Edraulic cutting equipment, two thermal imaging cameras, fog spikes and CAFS capability.

Angloco have been awarded the contract to supply ten Intermediate Response Capability appliances based on a Volvo 12 ton chassis. This is the first time Angloco have been awarded a pumping appliance contract for Hampshire and the first appliance should arrive in March.

The widely advertised three-appliance plan has been scrapped after considerable evaluation and feedback from crews. First Response Vehicles (FRVs) will now not be introduced and the pumping fleet will be based around two appliances, currently known as the Rescue Pump and Intermediate Response Capacity, it is hoped that a more traditional name will be given to the IRC's in the near future. Plans are now in place for a major appliance replacement plan that will see over 40 appliances purchased over the next five years. At the time of writing one of the evaluation FRV's has been allocated to the CYP (Children and Young Persons Team) and the other one is likely to be sold.

Two more Land Rovers have been hired to Royal Berkshire FRS, this brings the total number of appliances on hire to the county to four, three Land Rover's based at Maidenhead, Lambourn and Mortimer and a Nissan Navara also based at Maidenhead.

### **Other News**

Steve Apter has been appointed as the new Deputy Chief Fire Officer replacing Andy Bowers. Steve originally came to Hampshire as an ACFO, having been the CFO of the Isle of Wight and then went to London as Deputy Commissioner, before returning to the County.

London will revert to the old rank structure of Leading Firefighter, Sub Officer, Station Officer, and Station Commander etc in October of this year. How long before other fire and rescue services follow?

Ed: I cannot help but smile at this news, which I applaud. I long tried to point out, that when the UK FRS was told to take a Role approach rather than Rank, the documentation did not actually say you had to adopt the title, merely the role, so there was not any real need to adopt the titles, which all FRS's (except Essex who hung out for many years before changing) did at that time in history. I well remember it being suggested to me from the Inspectorate via Malcolm Eastwood, who was very supportive of my views, but in a difficult position, that I might like to let it drop! A lot of unnecessary cost went with adopting the titles and (in my humble view) changed the style and standing of the UK FRS. Whoops getting a little political here! As Colin says, it will be interesting to watch if others will follow. Many a 'Station Manager', I know, refer to themselves as 'Station Commanders' in mixed agency meetings as it is better understood and better places their position and status. Good for them!



Ford Ranger Specialist and Technical Rescue L4V



Rear of Water Carrier - rear wheel steer.



New Water Carriers ready for delivery to stations.

### **Incidents**

Ed: I have included incidents back as far as the last magazine as I know many like to see what has been happening. Those with a particular interest in Mobilising may like to note the distances now being travelled by some crews, as a result of the increased challenges around crewing and availability at retained stations. Likewise the increased number of responses from the mainland to support Isle of Wight stations because of their ongoing crewing challenges.

#### 25 May 2018

Make Pumps 8, Ship Fire Alongside, No 7 Dry Dock, Western Docks, Southampton. ToC 13:51, ToS 16:03 (26/05/2018). Vessel called Sirina moored in No 7 dry dock, registered scrap carrying vessel, 190m x 32m, 28000 tonnes. Fire involving 7000 tonnes of scrap metal in holds number 4 and 5. All scrap metal being off loaded to facilitate inspection by MCA. 49BA, 1 ALP, 5 jets. Attendance – RP and RSV Redbridge, RP and ALP St Marys, RP and WrT Hightown, RP Lyndhurst, WrL and WrT Romsey, RP Hardley, ICU Headquarters, CSV Eastleigh, MISU Gosport. Stand by moves – RP Fareham to Hightown, WrL Wickham and WrL Bishops Waltham to St Marys, WrL Cosham to Redbridge. 16:00 relief – WrT Beaulieu, WrT New Milton, WrL Bishops Waltham, WrT Portchester, WrT Hightown.

18:00 relief – RP Fordingbridge, WrT Botley, WrT Hamble, Night Watch St Marys and Hightown.

22:00 relief - WrT Alton, WrL Havant, RP Southsea, WrL

Hythe, RP Ringwood and CSV Portchester.
06:00 relief – WrL Burley, IRC St Marys, CSV Beaulieu.
Other reliefs – ALP Basingstoke, WrT Hayling Island, WrL
Petersfield, WrL Wickham, RP Hardley, WrL Lymington, WrL
Stockbridge and CSV Rushmoor

#### 26 May 2018

Make pumps 7, House Fire, 146 Pilgrims Way Andover. ToC 16:42, ToS 19:23. Fire involving row of three terraced houses consisting of three floors of traditional construction, 25m x 5m. End property number 146 100% by fire, middle property, number 145, 30% of roof by fire and 30% of house by water. 2 jets, 2 135 ladders, Tac vent level 1, 8BA. Attendance – RP Andover, RP Eastleigh (from s/b Winchester), Make pumps 4, WrT Overton, IRC Basingstoke and CSV Basingstoke. Make pumps 7, WrL Alresford, RP Basingstoke, WrL Romsey, ICU Headquarters. Stand by moves WrT Eastleigh to Andover and IRC St Marys to Winchester.

#### 29 May 2018

Make Pumps 9, Thatch roof fire, Old Beech House, Lyndhurst Road, Bransgore. ToC 15:10, ToS 18:12. Fire involving thatch roof of building under demolition, 20m x 10m, 100% by fire, 4 hose reels, 1 jet. Attendance WrL and WrT New Milton, RP and WrC Ringwood, WrT Brockenhurst, EPU Romsey, CSV Beaulieu, ICU Headquarters. From Dorset and Wiltshire FRS WrLR, WrT and WrC Christchurch, WrLR Springbourne, WrLR and ALP Westbourne. Stand by moves WrLR Poole to Christchurch, WrLR Redhill to Springbourne, WrLR Ferndown to Redhill, RP Lymington to New Milton, RP Redbridge to Ringwood and RP Eastleigh to Romsey.

#### 7 June 2018

Make Pumps 6, Agricultural Building alight, Shedfield Equestrian Centre ToC 06:45. Fire involving a range of outbuildings and caravans, 15m x 15m, fully involved in fire. 2 x 47kg propane cylinders involved, one being cooled and one being vented. 1 CAFS jet, 2 jets, I hose reel and 2 BA in use. Attendance WrT Wickham, WrT Botley, RP, WrL and WrC Fareham, WrL Bishops Waltham, RP Hightown, CSV Portchester and ICU Headquarters. Stand by moves, WrL Cosham to Fareham and WrT Droxford to Wickham.

#### 9 June 2018

Make Pumps 8, Persons Reported, 39 Botley Road, Park Gate. ToC 22:23. Fire involving building of traditional construction consisting of two floors, 25m x 25m, fire involving first floor and roof, BA crews withdrawn due to roof collapse. 6BA, 2 jets, 3 hose reels. Attendance RP and WrT Hightown, RP and WrL Fareham, WrL Cosham from stand by at Fareham, IRC St Marys from stand by at Hightown, IRC Southsea from stand by at Fareham, WrT Botley from stand by at Hightown, ALP St Marys, CSV Portchester and ICU Headquarters. CSV Eastleigh and EPU Romsey both mobilised as part of the pump 8 make pump but both returned as not required. Stand by moves WrL Bishops Waltham to Hightown and WrT Portchester to Fareham. Relief crews RP Havant, RP Eastleigh.

#### 11th June 2018

Make Pumps 5, WrC required, CSV and ICU derelict Uplands Park Hotel, Uplands Park, Garrison Hill in Droxford. The derelict building measuring 20m x 40m was well alight when crews arrived and extensive damage was caused to the ground floor and roof, 3 jets and 1 hose reel in use. Attendance – WrT Droxford, WrL Bishops Waltham, WrL Wickham, RP, WrL and WrC Fareham, CSV Portchester and ICU Headquarters. Stand by moves saw WrL Cosham at Fareham.

#### 17 June 2018

Make Pumps 6, Farnborough Hardware, Queensmead Farnborough. ToC 11:42. ToS 14:11. Fire involving hardware shop with living accommodation above consisting of four floors, 50m x 150m. Fire involving ground floor. Level three PPV, 12BA, 2 jets, 3 hose reels, 4 PPV in use. Attendance RP, IRC, WrT and CSV Rushmoor, WrT Yateley, CSV and ALP

Basingstoke, ICU Headquarters, WrL x 2 Camberley. Stand by, RP Basingstoke to Rushmoor.

#### 29 June 2018

Make Pumps 4, Land Rover 4, WrC required, Orchard Meads, Hangersley Hill, Hangersley. ToC 16:39. Fire involving 6 acres of felled straw and hay well alight, 2 hose reels and beaters in use. Attendance RP and L4T Ringwood, RP Fordingbridge, L4P Burley, CSV Eastleigh. From Dorset and Wiltshire FRS, WrL/R and L4T Ferndown, WrL/R and L4T Verwood, WrC Christchurch. Stand by moves, WrT Brockenhurst to Ringwood.

#### 29 June 2018

Make Pumps 6, ALP required. 14 Lind Way, Park Gate, Southampton. ToC 17:40, ToS 22:02. Fire involving roof of terraced domestic properties of brick and traditional construction, roof 35m x 7m, 2 hose reels, 1 jet, 8BA. Tac vent level 2.Salvage on first floors, ALP used for inspection, cutting away and removal of tiles. Attendance RP and FRV Hightown, RP and WrL Fareham, WrT Botley, IRC St Marys from stand by at Hightown, WrL Wickham from stand by at Fareham, CSV Portchester and ICU Headquarters. Stand by moves WrL Cosham to Fareham, WrT Hamble to Hightown, replaced with RP Eastleigh.

#### 3 July 2018

Make Pumps 6, ALP required. New Forest Laundry, Shore Road, Hythe. ToC 05:10, ToS 16:25. Fire involving commercial building of three separate units, steel frame metal clad structure, 53m x 10m. Fire in unit 4 used as laundry, 30BA, 3 jets, 3 hose reels, ALP monitor, Manitou tele-handler in use clearing building. Attendance RP Hardley, WrT and CSV Beaulieu, WrT Totton, RP and RSV Redbridge, RP Hightown, RP Eastleigh, WrT New Milton from stand by at Hythe, ALP St Marys, EPU Romsey, ICU Headquarters and PM with Manitou Eastleigh. Stand by moves IRC St Marys to Redbridge, RP Lymington to Beaulieu. Relief crews RP Lymington, WrL Wickham, WrL Headquarters, WrL Burley, WrL Cosham and RP Winchester.

#### 6 July 2018

Make Pumps 6, ALP required, 56 King George Road, Andover. ToC 01:00 approx, Fire involving domestic terraced property of two floors, 101m x 14m. Property fire in ground floor, 1st floor and roof, 3 jets, ALP in use. Attendance RP and WrL Andover, IRC Whitchurch, WrT Sutton Scotney, WrL Stockbridge, ALP and CSV Basingstoke, ICU Headquarters, WrL/R Ludgershall. Relief crews RP Winchester, RP Eastleigh, RP Basingstoke and RP St Marys.

#### **Colin Carter - Guest Contributor**

## Chairman's Report April 2019

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

The PMA is now enjoying its 11 year since being set up in 2008. We are still here looking after our member's needs. Your committee currently meets bimonthly to plan events and deal with any issues. The PMA Membership remains very healthy, although attracting new retirees and leavers to join us has been difficult. We hope to resolve this by having an input in future retirement courses and by producing leaflets to leave on fire stations. The Retained leavers are always going to be less aware of the benefits of the PMA unless personal contact can be made. We still too often hear of ex-work colleagues, suffering illness or unfortunately receive a late notification of a funeral, because we have lost direct contact over the years. We aim to keep you in contact and keep you advised where possible.

We have our own Website, Facebook and Twitter accounts. The website advertises our functions and news items. We are currently working on improving our website to make access easier, remove unwanted pop up adverts and of course regularly update our own information with reports, events and photos.

Our magazine continues to be popular but the Editor does need your articles, photographs or any unusual contributions to keep our magazine interesting, it is well read and the envy of many fire colleagues around the world.

Our finances remain sound and our new Treasurer, Clive Kemp is looking after the funds as if they were his own. The PMA accounts are annually and independently audited. The stoppage at source and direct debit payment arrangements has made a big difference over the past few years in collecting our subscriptions. Clive encourages the future payments for events by Bacs although cheques are still acceptable.

We maintain links with HFRSSA and attend quarterly committee meetings. 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 Hampshire Police and Fire Heritage Collection is flourishing at its venue in the Solent Sky museum in Southampton, thanks to our Secretary's hard work and a number of PMA volunteers, it is well worth visiting.

On the social side we have been very active, even the AGM is proving popular -or is it because of the Pig Racing event and supper which follows after. The trips to London proved successful again, with a full coach load to the Savoy theatre trip for the hit musical Dreamgirls last April and Just recently we have again been to the Savoy Theatre to enjoy the New musical adaptation of '9 to 5'. We have had a day trip to Hampton Court Palace, including lunch and another trip to London for a visit to The Tower of London and lunch, both were enjoyed by over 50 attending each.

The mid-week luncheons at Eastleigh College of Catering have proved a great success with one held in the spring and another in the autumn, both were fully booked with nearly 60 attending each time. The Sunday lunch and PMA skittles championships at Wellow Golf Club was another sell out. We also had a successful Christmas function at East Horton, although the numbers were down a little.

Hopefully, this year's programme of events will prove popular and will be well supported

Your committee have served you now for many years, we are always looking for new ideas and feedback from the members to keep the PMA moving forward and please volunteers who may be interested to join the committee. Please pass on your ideas and suggestions.

Before I close I must thank all of the committee for their support throughout the year and in particular to the Secretary for his work in drafting the proposed changes to our constitution and as Editor our excellent magazines, our Treasurer for his dedication to detail and for the safe keeping of our accounts . Thank you also to the organisers of functions and those maintaining the website and media communications. Thanks also 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 Chairman



# Past Times

## Focus on Lyndhurst Fire Station

The first talk of having a fire Brigade in Lyndhurst was at a Parish meeting on 3 May 1897 when it was suggested that Queen Victoria's Diamond Jubilee be commemorated by setting up a subscription to purchase a fire engine and 'if necessary an engine house and other incidental expenses.

A fire station was subsequently built at 1 Wellands Road in 1898. In November 1914, horses were being kept at Fox and Hounds Hotel for pulling the fire engine. The next accommodation for the then ageing Merryweather manual fire engine was at the Romsey Road entrance to the Crown Hotel in 1929. On scrapping of the Merryweather, the Brigade had a hose-cart and the use of hydrants for a water supply. In 1936 a lorry chassis was purchased for conversion by Brigade members into a fire engine.

In June 1937 a new fire station was built on a new site, which was in fact to the left of the current fire station on Southampton Road, opposite what was then the Grand Hotel. In January 1939, Lyndhurst became the Headquarters Station for the newly formed New Forest District Council Fire Brigade. On the formation of the National Fire Service on 18 August 1941 Lyndhurst became station 3BZ in 16 Fire Force. There were two stations, one in Southampton Road and one in the High Street.

The Fire Force Headquarters was also established at 'Parkhill' on the Beaulieu Road, Lyndhurst. During the NFS period a new fire station and adjoining administration buildings were built. On the formation of the Hampshire Fire Service on 1 April 1948 the station was designated as D48 and the Headquarters for D Division, becoming the only Wholetime station (with a Retained complement) for the whole of the New Forest.

The Divisional Headquarters continued in existence until 1 April 1974, when it moved to Redbridge in Southampton. During the period before 1974, a new Headquarters office block was built to the left of the station on the site of the old 1937 fire station and, to the right of the station, a house was built for the Divisional Officer in charge (the term 'Divisional Commander' was not used in those days). A row of house were built in Wellands Road to accommodate the Wholetime firemen operating the Day Manning duty system. An AFS detachment was also located at the station operating from a purpose built, Home Office funded AFS garage at the back of the station yard, which still exists today. In 1975 the a new station was built on the existing site using a design which incorporated a new build fire station into the vacant Divisional Officer's house.



Lyndhurst



Lyndhurst 1975



Lyndhurst 1970



Lyndhurst 1950's



Lyndhurst 1953

# History Repeats Itself -



After reading about the response to a fire at 'The Potters Heron', Ampfield on 19 March 2019 I looked for a report on a fire at the same premises which I knew I had 'somewhere'.

Now no two fires as the same so this is not in any way a comparison but here is how things were reported by the CFO about a fire at The Potters Heron on 18 November 1966.

"A 999 call was received at 0054 and Fire Control, then based in Winchester, operated the GPO teleprinters at Romsey and Eastleigh to send the PDA. At 0055 the Wrt from Eastleigh with Sub O Carey in charge left the station followed at 0056 by The PE from Romsey with Stn O Barge in charge. (Ed – for our younger readers a PE, 'Pump Escape' was the fire engine with the big ladder thingie with wheels on the back) and officers Stn O Dexter and DO Sweet were sent from their homes.

At 0100 a second call was received from the building saying that the premises were being evacuated. On receipt of this message, Control used their discretion to add another PE to the attendance and this was sent from Eastleigh.

On arrival of the first appliance, it was found that the kitchen, surrounding area and a room on the first floor of the two storey thatched building were well alight and starting to

spread along the eaves and around a dormer window. One jet was got to work through a window into the kitchen and a second jet started into the stairwell and adjoining room.

DO Sweet arrived at 0107, assessed the situation and 0110 sent an assistance message 'Make Pumps 6'.

The fire spread quickly across the roof, being fanned by a strong westerly wind and approximately one-third of the roof and first floor was now on fire. Due to deteriorating condition, the branchmen who had gone into the building were removed and repositioned outside. A fourth jet was brought into operations to cover a thatched roof building 20ft away on the eastern side.

On arrival of the Deputy Chief Fire Officer at 0119 a control point was established and a further informative message was sent.

Supporting appliances from Winchester and Twyford were instructed to relay water from a 6" hydrant in Ampfield. Unfortunately the hydrant was defective with a broken spindle. A further hydrant was located in Hook Rd and a water relay was established from there. This supplied two lines into the fireground and two further jets were got to work.

## The Potters Heron



It became likely that the supply would be overrun and so the Southampton Water Company was contacted and an increase in pressure was requested. Two further Wrts were also requested for water relay purposes.

It was not possible to cut a fire break in the roof due to the speed of ravel across the roof caused by the wind. Nevertheless ladders were pitched to the roof and an effort was made to remove as much thatch as possible from the unaffected area. (Ed – firefighters on the roof when it is on fire – good gracious! The things we did to tackle fires!).

Salvage operations were carried out on the ground floor and entry was forced through the ballroom doors to position two jets to prevent further spread though the ground floor. From here the branchmen were able to move into the adjoining area on fire.

At 0238 the increase in the water supply was apparent and the DCFO sent a Stop message and jets were reduced from 9 to 6. At 0310, jets were reduced from 6 to 4 and one relay was made up. At 0400 those appliances and crews which had been mobilised to establish water relays were made up and returned to station.

#### Final attendance was:

C33 Romey PE and Wrt, C29 Eastleigh PE and Wrt, C39 West End Wrt, C37 Twyford Wrt (water relay), C30 Wrt (water shuttle), C35 Sutton Scotney (water relay).

Stripping and damping down continued using three crews and at 0930 relief crews arrived from Winchester and Eastleigh. ADO Ellerton was left in charge and at 1215 all appliances and crews were returned to home stations.

Ed - So, despite water problems, a Stop message was sent 1 hr and 44 mins after the initial call and in under 4 hours all water relays crews had been returned to home stations. That's not bad, considering the scale of the fire, which from photographs, can be seen as being quite a challenge for arriving crews.



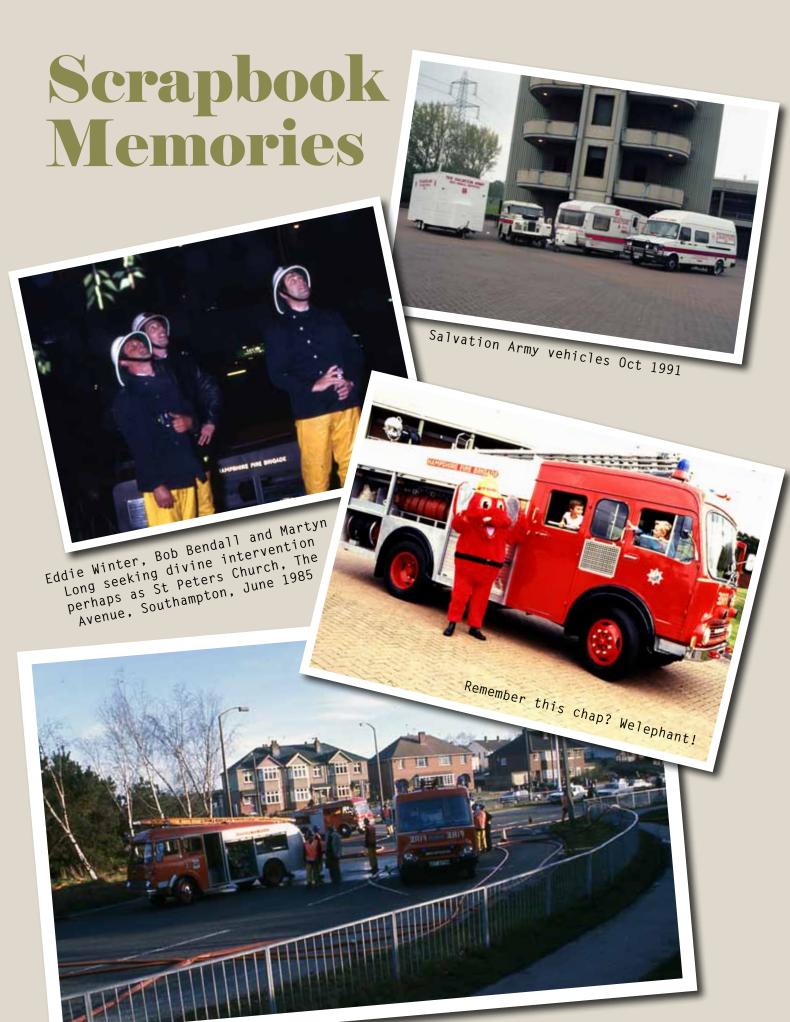
The report states that the roof and roof timbers were totally destroyed by fire, one third of the roof and first floor collapsed and one fifth of brick walls stripped of timber panel and plaster.

Cause was not established, although it was believed it did start in the kitchen.

In those days there were no Water Carriers, no Control Unit, no Command Support crews, no Aerial Ladders, no Environmental Units, no Fireground Technicians, no handheld radios, very limited BA sets. Crews were though, allowed to consist of up to 7 riders and implementing a water relay was well practised and often used at incidents – the reason why they had 7 lengths of 23/4 (70mm) delivery hose each side of the appliance, plus two filler lengths. Water relays just happened as they were just regarded as a 'bread and butter' way of tackling a fire when there were poor water supplies.

The fire on 19th March 2018: Make Pumps 25.ToC 17.04. ToS 01.44, 20th March. Fire involving thatched roof of public house, 74m x 92m consisting of two storeys, fire involving thatched roof, 6 jets, 2 hose reels, 75BA, 2ALP's in use. Significant messages: 17.19 make pumps 10, 17.41 make pumps 16, 17.46 make pumps 20 and 19.29 make pump 25. Attendance RP and WrT Eastleigh, RP Winchester, WrL Romsey, WrL Stockbridge, RP Redbridge, RP and IRC St Marys, RP Hightown, WrL Bishops Waltham, WrT Botley, WrT Hamble (from stand by at Hightown, WrT Totton, WrL New Milton (from stand by at Redbridge), RP Hardley, WrL Lymington (from stand by St Marys), WrL Alresford, WrL Wickham (from stand by at Eastleigh), RP Hardley, RP and WrL Fareham, RP Gosport (from stand by at Eastleigh), RP and WrL Cosham, IRC Basingstoke (from stand by Winchester), IRC Whitchurch, ALP St Marys and Basingstoke, CSV's Eastleigh, Beaulieu, Portchester, ICU Headquarters, WrC Eastleigh, EPU Romsey.

Alan House



Tanker overturned, Totton Roundabout 16 March 1978





Workshops Staff with their 'favourite' steed, 'Boris'. Anyone know the year?

## Final Salute

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

#### Mick Rawlings

On 24 September 2018 Aged 69

Mick served as a Fireman at Cosham from 1979 until a ill-health retirement in 1991.

#### Dave Limburn

On 24 October 2018 Aged 69

Dave joined in November 1973 and served at Eastleigh, Fawley, C Div FS and B Div FS where he retired as a Sub Officer in November 2003. He then became a Non-Uniformed Fire Safety Officer at Fareham until his medical condition forced him to step down.

#### John Greenbank

On 26 October 2018 Aged 55

John joined in March 1987, serving at St Marys, Woolston, Gosport, C Div and HQ Fire Safety and Southsea.

He resigned in July 2004 at the rank of Station Officer.

#### Graham Yogi' Davies

On 5 December 2018 Aged 74

Graham served from March 1974 until December 1993, and was a Fireman at Cosham.

#### Wilfred Simpkins

On 25 December 2018 Aged 88

Wilf served at Lymington and New Milton from April 1965 until his retirement in April 1985

#### Dave Barker

On 22 January 2019 Aged 57

Dave was a serving Firefighter at Southsea and had previously served at Cosham and St Marys, during his fire service career of over 30 years.

#### Brian Stephen

On 23 February Aged 78

Brian joined Southampton Fire Brigade December 1964 and having served at St Marys and Docks Fire stations (19 years at Docks), he retired as a Firefighter in November 1994.

#### Steve Moore

On 4 March Aged 64

Steve joined the fire in 1979 and served on White Watch, Copnor Fire Station. He retired in 2009.

#### Nigel Wren

On 28 March 2019 Aged 62

Nigel served as a retained Firefighter at Horndean Fire Station from November 1989 until May 2013.

#### Arthur Canning

On 2 April 2019 Aged 93

Arthur joined Berkshire Fire Brigade in 1946. He transferred to Hampshire and served at Service HQ and Winchester, retiring in May 1974 as a Divisional Officer.

Following retirement, he joined the Naval Department at Chatham Dockyard, advising on fire and safety in MOD Ordnance Establishments.

#### Peter Broad

On 30 April 2019 Aged 90

Peter served as a Fireman at Basingstoke Fire Station, until his retirement in 1982. John Bradford On 20 June 2019 Aged 84

John joined the Southampton Fire Brigade in June 1963 and retired from Redbridge as a Fireman in June 1990.

#### Jim Whitely

On 30 June 2019 Aged 90

Jim joined the Portsmouth City Fire Brigade in December 1952, serving at all City Stations and then B Division Headquarters, retiring as an Assistant Divisional Officer in May 1983.

#### **Bob Plowman**

On 15 July 2019 Aged 79

Bob served from December 1964 until January 1991, retiring as a Fireman from Fareham.

#### Mick Barnes

On 30 July Aged 76

Mick joined the Southampton Fire Brigade in October 1971 and served at 'Central' (St Marys), Headquarters (Winchester), Training Centre, Eastleigh, Woolston, Headquarters (Eastleigh), B Div HQ and D Div HQ, retiring as a Divisional Officer in November 2001. Mick was an active member of the PMA Committee and had been doing so since the original formation of the Association, regularly attending and supporting our events.

#### Ray Woodward

On 22 August 2019 Aged 88

Ray joined the Southampton Fire Brigade in February 1954 serving at 'Central' (St Marys) and latterly at 'Fawley' (Holbury), retiring as a Leading Fireman in May 1980.

#### George Haggard

On 13 August Aged 81

George joined the Hampshire Fire Service, firstly as a retained member at Gosport and then wholetime from February 1960. Serving at Gosport, Havant, Petersfield and Fareham in operational, Fire Safety and Staff Officer roles, retiring as a Station Officer in September 1994 but then continuing as a non-uniformed Inspecting Officer from the Fareham Fire Safety office until final retirement in July 2003.

### Lest we forget

So, after receiving comment about it being a shame that the images used on the back page of Stop Message 24 were too small, these two are being repeated so as to ease your eyes and spark your memory



