



HISTORY OF SANDBACH

PART 2 = D to F.

Compiled by Stewart Green © From 2013 to date.
 (Including information from publications by the Sandbach History Society)

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#HD. DINGLE LAKE

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The Brook Silk Mill built c1850 had a large rectangular area of water called “The Pool” which was originally a Mill Pond to supply large quantities of water for the production of silk. According to a historic survey by Cheshire County Council and English Heritage (2003) the first Ordnance Survey Map shows it had a boathouse to the west of the pool suggesting it was used as a Leisure facility. I think this was misinterpreted as the Mill building was to the west and the boathouse referred to was a later addition to the Dingle Lake complex.

A map from 1849 shows the Brook Mill pool on the West Side of the High Street Bridge seeping via the Ford into Dingle Lake which was a lot larger than it is today extending to the roadway by Church Street. The leisure side seems to have been taken over when the Dingle Lake facility opened with a smaller pool separate from the Brook Mill Pool.

An entry in a Post Office Directory of 1857 has the following information about the building in Bath Street, "There are baths in the town consisting of a hot, cold, shower and plunge – the latter of such a size as to allow of swimming – and there is a fire station." (Fire engine station situated at Church Street with William Faram, Superintendent)

As early as 1857 the site was owned by John Brookhouse in Bath Street and had an outdoor Swimming Pool. The site also had an Indoor Swimming Pool and Dance Hall.

In 1891 the site was owned by Mr Walter Lea a local personality who built the artificial lake with the island we now see on this site. The lake was constructed to bring water from Taxmere but was also used for boating and leisure activities.

On the 27 May 1901(Whit Week) Dingle Lake opened to the public in Sandbach with a "Grand Swimming Gala". A report at the time said that Mr Lea also had a boating-shed, dance hall and open air swimming-bath on the site. These facilities continued for about 30 years (1931) with the Dance Hall also being used as a local Cinema showing the occasional films on the site.

In Kelly's Dictionary in 1902 Walter Lea was described as a Joiner, Cabinet Maker and House Furnisher as well as Proprietor of the Dingle Lake, Baths, House and Insurance agent also based in High Street, Sandbach.

1901 CENSUS = (166) High Street Cabinet Makers.

- Walter Lea (Head) 38
- Annie S Lea (Wife) 39
- Walter E Lea (Son) 8
- Hilda Lea (Daughter) 3
- Maggie Lea (Daughter) 1

In 1902 Walter Lea built Dingle Villa where it is thought Walter lived with his wife Anna Louise Lea and their three children, Edgar, Maggie (Later Maggie Stonier) and Hilda. Maggie lived in the building until the 1970's when it was sold to the wife of Andrew Hinett (both live in the building in 2021).

In 1910 the lake froze over and was used as a skating rink.

By the 1950's the site was used as a fishing site with willow beds being used to produce material for making hampers.

Dingle Lake Farm was also called Church House Farm and looks over this man made feature.

Just beyond the willow beds is the town's waterworks built in 1891, where water was softened and pumped into the nearby water tower near what is now the Library.

(See The Dingle / Baths)



(Dingle Lake May 2004)

#HE. ELECTRICITY
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By 1933 electricity in the town distributed by North Wales and District Ltd.

ELWORTH PARK.
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Opened on the 8 May 1937 it was the inspiration of two local benefactors who had donated land and facilities for a park in Elworth including a children's playground. It was presented to the people of the village on the 8 May 1937 on which day Fodens Motor Works band were asked to play at the opening ceremony. F D Burgess the author of "By Royal Command" remembers the band playing "Alpine Echoes" a solo for Mr Harry Mortimer who played at the event with the echo in the arrangement being provided by the soprano cornet player hiding in the shrubbery almost one hundred yards away from the band. Colour film of the event was taken, showing Harry Mortimer conducting the band due to his father Fred being unwell.

Crowds flocked to the reopening of Elworth Park on Saturday 6 July 2013. After a major overhaul the park has been given some new gates superbly designed by Christine Wilcox-Baker, who has incorporated a number of events in the history of Elworth. Designed around two wheels signifying the old Steam Tractors and the newer diesel lorry made by the Foden Motor Works the design also features the notation of “Alpine echoes” a piece of music played by Harry Mortimer at the original opening of the park along with the Foden Motor Works Band and for which the music required another cornet player to hide in the bushes and for them to play the echo of what Harry had played, creating the Echo effect of the composition. Salt crystals on the design represent Palmer Mann who mined the salt in the area while two birds represent the salt marshes today, a popular nature reserve full of birds. A Fox head on the gates link the Public House and the Cricket Club through a local story which in the near future will be posted on the railings next to the gate along with a full explanation of the images on the gates. A wood carved Fox is also in the picnic area along with its cubs and a whole new set of playground apparatus which was enjoyed by the children of the area and makes Elworth Park something the hundreds of residents who turned up for the event say they were pleased with the results. They all seemed to enjoy the facilities and will hopefully continue to use them for many years to come. If the reaction of the people I spoke to is anything to go by, this is a welcome addition to the area and those involved in the project can rightly be proud of their achievement.

The Mayor of Sandbach Cllr Mike Benson opened the play area while local MP Fiona Bruce had the privilege of being the first through the magnificent gates.

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#HF. FIELD HOUSE

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On Congleton Road is “Field House” (40 Congleton Road, Near the Ambulance Station) which was owned by Mill owner John Woolley (.b. Unkn .d. 27 Aug 1863 aged 80 years) who built the Commons or Newfied Silk Mill in 1843.

The house was built in 1850 at the same time that the houses along Turnpike Road (Now Congleton Road) which are listed Grade 2 (Built 1850-51).

In 1860 the mill was let to Mr William Damsbrell with John Woolley the owner of the mill living at Field House.

When the mill closed and it was sold the building became a cottage hospital and maternity unit (known births in 1939 and 1940) and in 1938 it was named in a local directory as the “Sandbach Nursing Home”.

In 1950 the building became the home of the local Labour Exchange (Pre 1971 the Department of Health and Social Security was at 8 High Town – Now part of what was the Co-op and by 2015 Handy Households) and in 1970 it was renamed the Job Centre.

In 1970 a 27 year old Brenda Kean was the manager of the Job Centre the youngest Job Centre manager ever appointed and was invited to the Woman of the Year lunch in London but was unable to attend due to her Area Manager being jealous and didn’t tell her before it was too late to get a ticket. Brenda left the service in 1972 never to return to the Job Centres.

By 1990 -2000 it become the “Field House Resource Centre” run by CWP for Jobseekers while a port-cabin next to it became the jobcentre.

In 2004 it was named the Field House Resource Centre.

In 2013 with cuts in Benefit offices the building was put up for sale and lay unused for many years. The portacabin next to it enjoyed a new lease of life for a bit as a gymnasium.

In September 2015 an application was made to demolish the building (15/3974c) and erect 7 dwellings and 4 apartments.

In May 2018 the building was purchased by Williams and Lowe Funeral Directors and plans were submitted to turn the building into an undertaker (18/0433C).

By November 2018 work began on the conversion and in January 2019 the undertakers opened for the next stage of the buildings history.

The company started in 2004 when Godfrey Williams and Caroline Lowe established the independent funeral directors.

In 2000 work started on a new house built next to Field House for the undertakers to live in.

In April 2021 the Unemployment building extension was demolished to make changes to the building.



(19 May 2004 Field House)

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HISTORY OF THE SANDBACH FIRE BRIGADE

Compiled by Stewart Green ©

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CHESHIRE FIRE BRIGADE INDEX

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#FB00.

FIRE STATION / SANDBACH FIRE BRIGADE history.

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A BRIEF HISTORY

1857 Superintendent William Faram (Also Superintendent of Police Station in Bold Street built in 1857) in charge of the Fire Brigade situated in Church Street.

1865 First Newspaper report of the Fire Brigade with Two Appliances.

1866 Crewe Hall Fire (Still two appliances)

1870 John Cooke in charge of the Fire Brigade.

1873 NEW Fire Station at the back of the Town Hall.

1875 Sandbach Urban Sanitary District was formed and took over responsibility for the Fire Brigade.

1890 New Horse purchased for the Fire Brigade.

July 1913 Messers Shand, Mason and Company provide new pump.

1915 New Horse purchased for the Fire Brigade

1937/40 Jennings (Body 1934 to ERF) Sandbach Urban District Council – Fordson 7V (1937)

1930's-40's For some reason the word Thomas appears on the grill on the front.
Dennis (Sandbach Urban District Council)

1946 AFS Vehicle (Used in Manchester or Liverpool by Sandbach Crew for the Auxiliary Fire Service)

1948 About 1948 the brigade moved to its new home in the old Temperance School Room.

1950's Dennis F1 Fire Engine.

21 June 1961 Moved to the current fire station on the Common.

1961 Commer QX (Possible – Built in 1954 or Commer QX Mark IV)
1961 Land Rover Series 2 Redwing (AMB587B)

2007 Rapid Response Unit (Range Rover DK56OTN)

April 2018 Scania P320 (MX65BCF) (2015) Was at Warrington.

June 2020 Refurbishment of the 1961 Fire Station finished with a new fascia and gym facility.

#FB01. SANDBACH FIRE BRIGADE a History.
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It is thought that the first Fire Brigades were started by the Roman's when they invaded Britain in AD43 and were possibly just water buckets or primitive syringes used to squirt water onto a fire. With the loss of the Romans and a backward decline in communities the brigade idea also fell into a decline. In the middle ages, many towns burnt down due to inadequate Fire Brigade provision including the Nantwich Fire when on the 10th December 1583 a fire took hold in the town and burned for 20 days until the 30 December destroying most of the town centre which was rebuilt during 1584 with the help of money and timber from the Royal Forests of Delamere donated by Queen Elizabeth 1st. In 1666, when the Great Fire of London destroyed most of the Capital City it showed that fire cover needed to change.

Nicholas Barbon (c1640 -c1698) a property developer decided to introduce an insurance scheme in 1680-81 against fire. Along with 11 others he formed the "Insurance Office for Houses" and soon after its formation he introduced his own Fire Brigade to put out the house fires he had insured. Soon other companies were formed to provide the service which continued until the early 1800's. By this time companies issued a Badge or Fire Mark (Usually Coloured) to attach to the insured building to indicate their payments and so the Brigade would give assistance to them to put out their fire. Once you had paid money to the insurance company for fire protection when the fire brigade turned out to a reported fire they would only deal with the buildings that were paid up, however if you were not insured by the named company brigade that turned up they would leave the building to burn while protecting their own properties.

Sandbach was no stranger to Fire insurance with a 1922 "Pigots" Directory listing the local "Atlas Insurance" (1741 to 1963) agent was named as John Allen in Wheelock with Richard Leather as the local agent for the "Globe Insurance Company" and Peter Joinson as the "Norwich" Agent. Unfortunately, what the publication doesn't tell us is if any of the three companies had a fire appliance in the town or they were served by outside brigades.

- FIRE OFFICE (See above) Established in 1680.
- ATHERNEUM FIRE INSURANCE OFFICE
- ATLAS INSURANCE
- BATH FIRE OFFICE (1770's)
- BRISTOL UNION (Pre 1718)
- BRITISH CROWN ASSURANCE
- CALEDONIAN INSURANCE CO.
- COUNTY FORE OFFICE
- GLOBE INSURANCE CO.
- GUARDIAN
- HAND IN HAND FIRE OFFICE
- MANCHESTER
- NORTHERN ASSURANCE CO (Scottish Company based in Aberdeen)

NORWICH UNION INSURANCE SOCIETY (Operated in Worcester - disbanded March 1929)
PALATINE INSURANCE CO.
PHEONIX ASSURANCE CO.
ROYAL EXCHANGE ASSURANCE
ROYAL INSURANCE CO.
SUN FIRE
UNION FIRE OFFICE
WESTMINSTER INSURANCE CO.
WEST OF ENGLAND (Exeter)
WORCESTER FIRE OFFICE

In 1721, Richard Newsham (.b.? .D. 1743 a Kent / London manufacturer) patented a new "Water Engine" to extinguish fires by providing a continuous jet of water with some force so the fire could be tackled from a distance. However, it was hard work using this manual pump and so some forces during a particularly large fire would not only use their own Fire personnel but also would hire local bystanders to man the pump by offering them "Beer Tokens" for their assistance. This proved a very popular idea with many following the engine as it rushed through the town hoping to assist with the pump.

When Richard Newsham died the company passed to his son Lawrence Newsham and when he died in 1747 his widow and cousin (George Ragg) took on the company, becoming "Newsham and Ragg".

Examples of the company's hand pumps are today in St Giles Church, Great Wishford, an appliance purchased in 1728 and a version from the 1740's of a hand pump is seen in Nantwich Museum. The Nantwich pump was housed in their new Fire Station built between 1737 and its opening in 1740 after a decision had been made to build one in 1737 on the corner of the Churchyard opposite the Rectory (St Mary's).

In 1833, London Insurance Companies the Sun Fire Office, The Royal Exchange Assurance and the Phoenix Fire Office combined their fire brigades to work together. On the 1 January 1833 another 10 companies merged with the original three to form "The London Fire Engine Establishment" and in 1824 the same thing happened in Edinburgh making sure all insured properties were dealt with rather than various company pumps turning up with each company only dealing with their own badged houses rather than working together to extinguish the seat of the fire which now started to happen.

By this time manual pumps were being used with a number of men providing the pump movement on either side of an appliance to produce a stream of water.

In the 1850's the first reliable Steam Powered appliance were made available for Brigades across the country. In the Gazetteer of Chester and Cheshire 1850 there was a list of Fire and Life Offices (Insurance Companies) in Sandbach with the "Alliance" via Ralph Lindop in the High Street, "Crown" via C Latham in Wheelock Road (Now Crewe Road), "General" via William Burgess in the High Street, "Globe" by William Latham in Hope Street and the "Royal Farmers" via Joseph Remer in Hope Street. These companies would arrange fire cover in the area via the local brigade.

A notable fire in the area was in the 1850's at Brereton Hall (Built in 1580's near Holmes Chapel and stayed with the Brereton family until 1722) which was assumed to have been caused by the dropping of a lighted coal by one of the chamber maids. The fire destroyed the middle bar part of the E Shaped building which now has had a conservatory built in the area of the fire damaged part of the building and is now used for wedding receptions. Renovated in 1829 Brereton Hall was later bought by industrialist John Howard and after the Second World War was for the next 60 years turned into a Girl's Boarding School, closing in July 1992. In 1992, the building was closed and then owned by two musicians who according to one report caused the building to "Suffer the effects of Pop Star Excess". In 2003 the property was purchased by a business man for £2 Million plus renovation costs which after repairing the hall he then put on the market for £6.5 Million in 2005 and was again up for sale in 2013.

Another notable fire closer to home was reported in the Chester Chronicle (24 Feb 1855 Page 8) and said that on the 17 February 1855 "at about noon a fire with a threatening appearance had broken out on the roof of 3 Thatched Houses on Scotch Common which was occupied by 3 aged people".

At this time many town's in the UK had Volunteer Fire Brigades or Town Fire Brigades including Cheshire with local brigades in Chester, Nantwich, Crewe, Congleton and by 1857, Sandbach.

Reports in 1765 show that a volunteer fire brigade in Congleton had purchased "Old London" a second hand 12 Man Hand Drawn Pump for 2 guineas with money donated by the Congleton Lighting and Improvements Committee (Opened in 1754).

In 1780 the Congleton volunteers had a second appliance called "Globe" donated by the London, Liverpool and Globe Insurance Company which was stationed in Back Park Street with 15 Volunteers (a 28 Man Hand Drawn pump).

In 1858 Congleton opened a Fire Station in Tanner Street for the Corporation Brigade.

Also, in 1858, Holmes Chapel had a Fire Brigade that was funded by volunteers and payments for services and later in 1912 by the Congleton Rural Council who supplied an engine and uniforms.

SANDBACH.



Salt Works Fire Brigade.

The earliest fire appliance and crew in the Sandbach area was in the 1800's when one of the Salt works had its own brigade (Later to become "Palmer and Mann"). As Salt was extracted from the ground using water and then heated up in large Salt Pan's using fires to heat the water (Brine) to produce crystalline salt by the pan method the area around the pans were often prone to going up in flames and so a fire brigade was continually on standby as an essential part of daily life at the works. At this time the pump would have been a manual machine with two bars on either side of the pump which the crew would move up and down to produce the pressure needed for the water to be expelled towards the fire (In 1919 Palmer Mann started its Salt works at Ettley Heath and in the 1920's had a factory to extract the salt with its own fire crew on standby).

FIRST FIRE STATION LOCATION.

By the 1850's Sandbach had its own Fire Brigade and by the 1860's it had a compliment of between 12 and 18 fire-fighters. Its origin is at this point in time unknown and was either funded by a Voluntary Committee that was paid for by Insurance Companies and Private owners after the brigade had attended a fire or by Lord Crewe who owned much of the land in Sandbach and many of the buildings in the surrounding area. It is also possible that the Cheshire County Council paid for it as first reports linked the Police and Fire Brigade together as a number of town brigades were supported. By the 22 May 1885 the local Volunteer Fire Brigades in the area were discussing standardizing the fees charged for attending incidents.

A map from 1841 shows a long building in the possible site of the first Fire Station and a map from 1875 shows a slightly larger building on the same site.

What we do know comes from the Post Office Directory of 1857 (and 1864 Morris and Co Directory) which reports that the fire station was in Church Street with Superintendent William Faram. He was also in charge of the new Police Station in Bold Street built in 1857 by a new Cheshire Police Force and the two were possibly connected. William Faram had been a constable in 1855 at the previous police station on market square and was now the Superintendent of both Fire and Police in the town a position mirrored in a number of towns in the Cheshire area.

1851 CENSUS (Wheelock Wharf) POSSIBLE OTHER FAMILY MEMBERS

William Faram (.b.1787 Aged 64 a widower)

Eliza Faram (.b. 1830 Aged 21 in Middlewich Single daughter of above)

1841 CENSUS (Church Hulme, Sandbach)

(Church Hulme was part of the Northwich Hundred and a township and chapelry in Sandbach. It became a civil Parish in 1866 and in 1976 was renamed Holmes Chapel. Population in 1801 = 314, 1901 = 866 growing to 1460.)

William Faram (.b. 1821 Aged 20 in Cheshire (Possibly Sandbach) a Police Officer)

Joseph Little (.b. 1816 Aged 25 a Police Officer)

1844 MARRIAGE

(Father James Faram) William Faram to Sarah Hardern (Father Richard Hardern) 15 Feb 1844 in Sandbach

1849 UNITED GRAND LODGE OF ENGLAND FREEMASON MEMBERSHIP

William Faram Initiated 1849 into the Samaritan Lodge in Sandbach.

1871 CENSUS (Wheelock Wharf) POSSIBLE OTHER FAMILY MEMBERS

George Faram (.b. 1820 Aged 51 at Middlewich a joiner)

Sarah Faram (.b. 1833 Aged 38 at Wheelock)

Emily Faram (.b. 1852 Aged 19 at Wheelock a Housemaid)

Hannah Faram (.b. 1854 Aged 17 at Wheelock a Dressmaker)

Fanny Faram (.b. 1856 Aged 15 at Wheelock a Silkwinder)

Mary Faram (.b. 1858 Aged 13 at Wheelock)

Salina Faram (.b. 1867 Aged 4 at Wheelock)

Sarah E Faram (.b. 1862 Aged 9 at Wheelock)

William Faram (.b. 1865 Aged 6 at Wheelock – Son of Mary Cook?)

James Faram (.b. 1867 Aged 4 at Wheelock)

1881 CENSUS (Wheelock Wharf Part 2)

Charles Dobson (.b. 1823 Aged 49 at Wheelock a Salt Boiler Married to Elizabeth)

Elizabeth Dobson (.b. 1821 Aged 58 at Wheelock)

Mary Cook (.b. 1844 Mary Dobson Aged 27 at Wheelock a Silk Thrower)

Elleanor Cook (.b. 1865 Aged 6 at Wheelock – Daughter of Mary a Silkhand)

Florence Cook (.b. 1866 Aged 5 at Wheelock – Daughter of Mary a Silkhand)

1881 CENSUS (Wheelock Wharf)

Charles Dobson (.b. 1823 Aged 58 at Wheelock a Salt Boiler Married to Elizabeth)

Elizabeth Dobson (.b. 1821 Aged 60 at Wheelock)

Mary Cook (.b. 1844 Mary Dobson Aged 37 at Wheelock a General Servant)

Ellen Cook (.b. 1865 Aged 16 at Wheelock – Daughter of Mary a Silkhand)

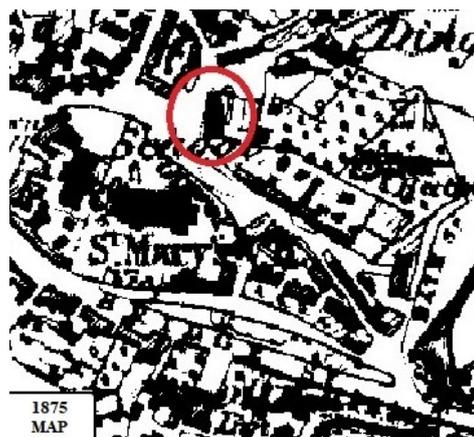
Florence Cook (.b. 1866 Aged 15 at Wheelock – Daughter of Mary a Silkhand)

William Faram (.b. 1865 Aged 16 at Wheelock – Son of Mary Cook a General Labourer)

In 1864 William became a Chelsea Pensioner having served in the Grenadier Guards.

Charles Cook (.b. 1876 Aged 5 at Wheelock – Son of Mary Cook at School)

The 1857 entry reads “There are baths in the town consisting of a hot, cold, shower and plunge – the latter of such a size as to allow of swimming – and there is a fire station.” This description is about Dingle Lake owned at the time by John Brookshouse of Bath Street.



Possible location of the 1857 Station.

On the 6 May 1865 a report in the Cheshire Observer reported that there had been a fire at the homestead of Mr Charles Burgess a farmer at Hindheath Farm on the Sunday previous at 11.30 and a message was sent to call out the Sandbach Fire brigade with their two powerful engines, and in about an hour the fire was extinguished. The incident was supposed to have been caused by some sparks from a wood fire flying up the chimney and onto the thatched roof, a portion of which was destroyed. Damage was estimated at costing £20 to the property of C Ford which was not insured.

On Wednesday the 3 January 1866 at 1.10am a large fire took place at Crewe Hall (Restored by E.M. Barry for Hungerford Crewe after the fire and completed in 1870) with fire brigades from Crewe, Sandbach, Nantwich and Chester turning up to tackle the blaze to no avail. The hall apparently had its own fire appliance but “Although a good one, with an abundant supply of water, could not be got into working order”.

One report states that the estimated damage is £120,000, a great portion of which was covered by insurance in the Exchange, Phoenix, and Sun Fire insurance offices.

At 1.10am Hungerford Crewe the owner of the hall retired to rest but smelt burning and called his valet to look into the matter, a suspicion well founded as indeed the hall was on fire.

It was said that the fire had originated in the heated air pipes and by noon only a small part of the building was left standing. Many fine works were destroyed including works by Josua Reynolds along with musical instruments and Mathematical instruments that had been insured for £250. The building was a rather square looking structure, unlike the new Crewe Hall of today and had been built for Sir Randolph Crewe between 1615 and 1636 and was possibly designed by Inigo Jones or at least based on designs by him. In 1837-42 Edward Blore altered the building for Hungerford Crewe and made major changes to the ground floor and included plate glass windows throughout as well as a new heating system which was later to cause the fire. (*Articles in the 6 Jan 1866 Chester Chronicle Page 5 / Sat 6 Jan 1866 Manchester Courier and Lancashire General Advertiser Page 11*)

How the Sandbach and Chester Brigades were called to Crewe Hall is not related in the newspapers and so it has to have been assumed as being called to the area by a man on horseback travelling to the various stations to raise the alarm.

This was not the only fire at Crewe Hall of note as one happened in 1925 when one woman died.

On the 27th October 1866, at 11pm there was a fire at the stable of Mr Thomas Wilding a Butcher in Chapel Street, Sandbach which was discovered by Sergeant Hulme who raised the alarm and the Brigade turned out from Sandbach with their two fire engines. (*3 Nov 1866 Chester Chronicle Page 6*)

Neighbours supplied the appliances with plenty of water from pumps and rain butts which extinguished the fire before it had time to spread to the nearby six thatched buildings containing straw and hay. The property was held under lease from Lord Crewe and it was a mystery as to how the fire had started, but this was the second time the brigade had been called out to the property within a very short space of time.

On the 3 November 1866, the brigade was also called out to a fire involving two corn sacks owned by Mr Robert Shaw.

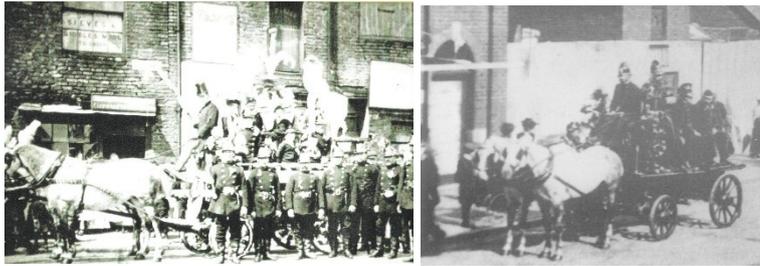
The next incident I mention here possibly has nothing to do with the Sandbach Brigade unless they were also called out to the incident, which is possible, but it was reported in newspapers all over the country. It involved the death of eight people in a fire in Kinderton Nr Middlewich (Sometimes reported in newspapers as being near Nantwich) when the thatched farmhouse of Mr Edward Cooke, his wife, four children, three male servants and two female servants, was burned to the ground on the 23 November 1867. It was reported that Mrs Cooke was up late Saturday Night ironing linen in the kitchen and left the clothes horse full of clothes next to an open blazing fire which caught the linen and started the building fire killing eight of the occupants. A servant who was sleeping on the premises came down to discover the fire but was unable to save those trapped by the fire as the violence of the fire was so bad that scarcely any trace of human remains could be found for some hours afterwards. The event caused a profound sensation in the locality with thousands visiting the blacked remains of the building in the days that followed the event.

(*Articles in the 27 Nov 1867 Blackburn Standard / 27 Nov 1867 Glasgow Herald / 27 Nov 1867 Sheffield Independent / 28 Nov 1867 Stirling Observer / Sat 30 Nov 1867 Kendal Mercury and others*)

The first known picture of the Sandbach Fire Brigade appeared in 1870 and shows the crew in-front of a Carnival float along with children and possibly the two horses that drew the fire appliance.

The picture was taken in-front of 12-14 Congleton Road which at the time was the business of George Venables. Founded in 1863 by George Venables the wire works later moved to the corner of Bradwall Road and Chapel Street in the 1880's (proof dates 1902 to 1914 and until 1938), when they made fire guards and wire fencing. The window display advertises Sieves and Riddles (A Garden Potting Sieve) made to order. Son's Earnest and Percy took over the business and then Percy and his son George continued the wire works until it closed in 1957.

Another picture near the Black Bear, possibly from 1900 shows the horse drawn fire engine / pump drawn by two white horses.



By about this time in 1870 the Superintendent was a Mr John Cooke a local Blacksmith of 10 Congleton Road who by 1895 (2nd Fire Station next to the Town Hall) had a horse called Polly which was stabled at his smithy (Where the Palace Cinema used to be) and on hearing the fire bell would trot over the road to the fire station to be harnessed to the “Engine”. John had a son called Len Cooke who also became a blacksmith and during World War 1 he made 10,000 horse shoes for the army. (*Extra info - John Cooke’s Great, Great Grandson is Garry Wilkes who still lives in Sandbach and Phil Hartley is also the Great, Great Grandson*). Len or Leonard Cooke lived at 6 Green Street and by the time of his death in 1954 had had a leg and foot amputated, which towards the end of his life had caused him to be bedridden.

(Leonard had been born in 1852 and married Mary (.b. 1854) and had a daughter Nellie (.b. 1880))

In 1873, the town had a new Fire Station erected on the corner of Scotch Common which was a plain structure of red brick and consisted of an engine house only, with the horses housed elsewhere in the town (see above / Kelly’s 1896 and 1902 directory). The fire station did have a small space at the back of the building which was used to do the administration of the brigade as well as to hold training meetings as well as a place to hang up the hoses to dry them out.

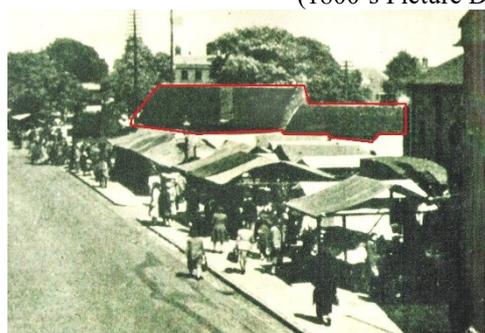
In 1875, the Sandbach Urban Sanitary District was formed and took over responsibility for the Fire Brigade. In 1894 the SUSD became the Sandbach Urban District Council.



(1917 Map)



(1800’s Picture Date unknown)



(Fire House - In Red in the 1950’s)

One of the first incidents from the new station happened on the 27 August 1875, when executors of Mr Thomas Witter of Wheelock Hall discovered the building on fire at about 12 noon and called the brigade to put out the flames.

On the 4th May 1842 the first trains ran through Sandbach Station at Elworth. These were of course steam trains and not the best machines for stopping sparks flying out of the engines which would occasionally set fire to the embankments alongside the tracks and on the 1st November 1875 a Railway engine passing through the town at 5 O'clock in the afternoon set fire to farm buildings occupied by Mr Joseph Booth at Church Hulme with Mr Booth's servant Mary Reyner raising the alarm for the Fire Brigade to attend the incident. This was the first mention of a building fire caused by cinders from the railway. (*Article in the 6 Nov 1875 Cheshire Observer Page 7*)

The Alderley and Wilmslow Advertiser of Friday the 22 May 1885 and Northwich Guardian of Saturday 23 May 1885, reported about a meeting of representatives from various local boards in the district at the Town Hall in Middlewich on the previous Wednesday (20 May 1885). The Middlewich Local Board called the meeting to see if some uniform charge could be adopted in regard to fire brigades.

Present were Messrs W.H. Hulme, Mr D Harding and Mr W Boosey (Middlewich Local Board), Mr Jackson (Sandbach Local Board), Messrs J Cowley (Clerk Northwich Board), J Thomas and W Heald (Northwich Local Board), Messrs J H Cooke (Clerk Winsford Local Board), S W Cross (Winsford), Jabez Hulse and S W Cross (Winsford Local Board), and the Rev H G Barnacle (Representing the Holmes Chapel Fire Brigade Committee). Mr Hulme was elected to take the chair for the meeting which discussed the fact that different brigades charged different fees to insurance companies. In regard to the Bostock fire Mr Speakman an Insurance Agent had complained about the various fees to attend. Mr Crowley said their had been no complaint at the Bostock Fire of the charge for the pumpers or brigade. The Question in dispute was with regard to the charge made for the use of the engine and the hire of the horses.

The Rev H G Barnacle said that since he had been connected with the Holmes Chapel Fire Brigade he had had some dispute with the insurance company on every occasion that there was a fire. They had objected to pay the firemen (1/-) 1 shilling and hour.

Winsford and Middlewich seemed to charge similar fees with Holmes Chapel's Captain of the Fire Brigade being paid 3shillings and hour and the Sub Captain being paid 2/6d. The Firemen received 2 shillings (2/-) per hour during the whole time while their pumpers received 1 shilling (1/-) for the first hour and 6d per hour afterwards with the brigade being kept up by Voluntary subscriptions.

Middlewich firemen were awarded a yearly salary.

It was thought that two fees should be paid with one being for local area fires and another for out of district attendances.

The Rev H G Barnacle said that there had never been a fire in Holmes Chapel but he had had a tassel with the insurance company and they had agreed to pay the Superintendent of a brigade 3/- for the first Hour and 2/6d per hour afterwards with the Captain to receive 2/6 for the first hour and 2/- for each succeeding hour.

There was also an objection about the amount of beer available to the men (Pump men were offered beer as an incentive to man the pumps) and the Rev H G Barnacle knew of a place where it was impossible for eighteen barrels of beer to have been drunk, and the insurance company objected to paying £40 odd for bread, beer and cheese.

Mr Cross proposed a suggestion with a new rate of 2/- per hour for Firemen in the first hour and 1/- per hour afterwards be adopted by all authorities (Carried). It was also suggested that a fee of 9d be paid to extra men engaged as pumpers at an incident for the first hour and 6d per hour afterwards. This was discussed and after a hung vote the chairman cast his vote in favour of the men being paid 6d per hour during the whole time they were engaged.

CHARGES FOR ATTENDING A FIRE (Insurance or Private Owners)

Holmes Chapel 3/-

Middlewich 2/6d Per Hour

Northwich 3/- (3 Shillings) Per Hour

Sandbach 3/-

Winsford 2/6d

CHARGES FOR FIREMEN

Holmes Chapel 2/- Per Hour

Middlewich 1/- Per Hour

Northwich 1/- Per Hour

Sandbach 1/6d Per Hour

Winsford 1/- Per Hour

CHARGES FOR PUMPMEN

Holmes Chapel 1/- First Hour then 6d for each extra hour.

Middlewich 9d Per Hour

Northwich 6d Per Hour
Sandbach 6d Per Hour
Winsford 9d Per Hour

CHARGES FOR USE OF FIRE ENGINE (Before

Holmes Chapel £2/2/- to subscribers and £3/3/0 for non subscribers whilst in use.
Middlewich £2/2/- for the first four hours and 10 shillings 6d for every succeeding four hours.
Northwich £2/2/-d for the first two hours then £1/1/0 for every succeeding two hours.
Sandbach £3 for the whole time in use.
Winsford £2/2/- for the first four hours and 10 shillings 6d for every succeeding four hours.

CHARGES FOR USE OF FIRE ENGINE (After a meeting in Middlewich)

£2/2/- for the first two hours then £1/1/- for every succeeding two hours or fractional part of two hours.
Any Damage to the Fire Engine or Horses would be the responsibility of the parties hiring the same.

HIRE OF HORSES

NORTHWICH = Supplied with a Pair of Horses for £2/2/- for any distance up to two miles and 5s, for driver; any distance over two miles and under 5 miles, £3/3/- and 7/6d (Seven shillings and six pence /d) for driver.
WINSFORD = Winsford said that they had no fixed scale for the cost of Horses but a reward of £1 for the first pair of horses arriving after an alarm after 6pm and 5 shillings if before 6pm.

Another Farm fire took place on the 12 December 1890 on land belonging to Mr Siddall at Hassall near Sandbach with the brigade putting out the flames effectively. At this time and well into the 1960's the majority of incidents in the town were a number of barn fires attended by the fire brigade only being replaced after the 1960's by the number of incidents on the M6 when it opened.

On Saturday the 14 November 1891, a fire broke out at Linley Hall between Newcastle and Kidsgrove (Talke, Staffordshire), the residence of Misses Marsh-Caldwell (Ann Marsh-Caldwell). While the family was at dinner one of the servants had occasion to go upstairs and found one of the bedrooms on the upper floor in flames. An alarm was raised and a telegram was sent to the Tunstall Fire Engine while at the same time a messenger was despatched on horseback to Sandbach which was about six miles away to ask for their fire engine to attend. The fire was so intense that members of the public could see it from a long distance away and soon many attended as the flames burst through the roof. The public helped remove the contents of the building while waiting for the appliances to arrive. Two bedrooms occupied by Miss Rosamond Marsh-Caldwell and another servant were gutted by the fire. The Sandbach Fire Brigade under Captain Cooke were praised by their prompt action, arriving first on the scene in an article from the Congleton and Macclesfield Mercury and Cheshire General Advertiser (21 Nov 1891). The Tunstall Brigade under Captain Lee arrived with their steamer soon after Sandbach which allowed water to be pumped up a steep hill from the meadow below, a feat no hand pump could have accomplished. The Sandbach pump was supplied from the hall's tank of water and the volume from both appliances at first seemed to have had no effect but after a while the fire was gradually subdued turning from flames to smoke and after about two hours the fire was extinguished. The Tunstall appliance remained at the hall until 9pm in the event that the fire had a fresh outbreak. The fire was thought to have been started during the fumigation by sulphur of one of the bedrooms.

On Wednesday, the 30 August 1893 at about midnight Messrs Hall's Steam Corn Mills at Rode Heath were found to be alight with flames lighting up the night sky and could be seen from about 3 miles away. Some people returning from the Cheshire Agricultural Show at Sandbach including Mr Hall noticed a bright light above the Mills which are situated by the side of the canal. The buildings were indeed on fire and the alarm was raised with Fire crews from both Sandbach and Tunstall (Staffordshire) being called to the scene to put out the building. (*1 Sept 1893 Huddersfield Chronicle Pg 3*) This event showed that by now there were cross county co-operation between fire authorities which were at the time run by some local authorities and also Volunteer Brigades sponsored locally or by insurance companies. With a plentiful supply of water from the canal the firemen doused the building but it was so intense that it didn't matter how much water was put on the fire they were unable to save the building. The Mills were four or five story buildings and as the roof and upper floors gave way one after another with a crash, the flames leaped up a hundred feet into the air and could be seen twelve miles away. The fire brigades worked through the night until after 5 O'clock when all that remained of the buildings were the outer walls and a heap of machinery damaged beyond repair. The Sandbach Fire Brigade were not finished after the Mill Fire as they returned at about six o'clock on the Thursday morning, they received news from a messenger that there was another fire at the farm of Mr Beech,

Chell's Hill in one of the hay stacks. On arrival the brigade found that the farm hands had managed to extinguish the fire.

On Wednesday, the 20 September 1893, Sandbach Fire Brigade were called to an incident at the Middlewich Dairy and Domestic Salt Company Works to tackle a blaze which was so fierce that it destroyed the works completely. An article in the 23 September 1893, Manchester Courier reported that the fire on Wednesday was extinguished by fire crews from Sandbach, Crewe and Middlewich.

In 1894 the Local Government Act put the responsibility for fire cover onto Local Government / Council's to provide cover for the town and the Sandbach Urban District Council (1894-1974) took on the responsibility of providing the fire cover.



1895 Picture with Superintendent John Cooke (Far Right)

In Kelly's Directory of 1896 the Fire Superintendent was still John Cooke with 10 Men. Various insurance companies still covered fires with the "County Fire", "Norwich Union Fire" (R Bygott and Sons in Hope Street), "Phoenix Fire" (Robert Finlow in the Post Office), "Sun Fire" with the "Union" (Charles Bradbury in the High Street) in the area. There was also an insurance company "The Westminster Fire Office" in Sandbach High Street run by W Lea who could have paid for some of the call outs in the town.

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1902 FIRE BRIGADES IN CHESHIRE (Kelly's Directory)

Alderley Edge (No Fire Station in Kellys 1902).

Altrincham (Frederick Youlton Superintendent, John Wright Deputy with 12 Men)

Engine House, Town Hall, Market Street.

Run by the Urban District Council the station house had a Steam Fire Engine and a comfortably fitted-up room for the firemen and also a mortuary.

Bebington (Unkn) Higher Bebington Urban District Fire Reel Station Higher Bebington.

Bebington (Unkn) Lower Bebington Urban District Fire Station and Mortuary, Grove Road, New Ferry.

Birkenhead (Superintendent William H Smith, Whetstone Lane.

Assistant Superintendent Henry G. Morrison at Whetstone Lane with 16 Men)

Corporation Fire Station Whetstone Lane – Telephone 112.

Built in 1895 for Officers and men with stabling for four horses the station contains two new vertical Greenwich Steam Fire Engines, One Hose Tender and fire escape combined, Horse hose –carriage and fire escapes. There are all fitted with the necessary accessories for working by Messrs Merryweather and Son of London.

Electric appliances by Messrs W.A. Shaw and Co of Stockport.

Bromborough Pool (Charles Ellis Secretary)

Cheadle (No Fire Station in Kellys 1902).

Chester (Captain and Treasurer Alfred Clemence, Lieut. J Williamson Secretary;

John Shone Superintendent with 3 Sergeants and 19 Men)

Volunteer Fire Brigade Station, 8 Northgate Street, Chester.

Congleton (Captain George Banks) Corporation Fire Brigade consisting of 17 Members and had Three Engines and a Hose Cart kept in the Market Place.

Crewe (Superintendent George Eaton-Shaw, Captain George Harding, Lieutenant W. H. Grieves, Lieutenant Roberts and 6 Reserve Men) Earle Street, Crewe. (Moved 1904)

Duckenfield (Superintendent James Hensky) Town Hall, Duckenfield (Office) *Frodsham (No Fire Station in Kellys 1902).*
Holmes Chapel (No Fire Station in Kellys 1902).

Hyde (Superintendent John William Danby) Corporation Fire Brigade, Corporation Street. Erected between 1894 and 1895 it cost £3,000.

Knutsford (Superintendent John Jackson – 4 Princess Street, Sergeant and 10 Men) Run by the Urban District Council with Two Manual Engines at the Engine House, Northwich Road Knutsford.

Liscard (Superintendent Edmund Brown / Superintendent John Howarth) 7 Manor Road, Liscard.

Lymm (Captain William Kirkpatrick) Whilbarrow.

Macclesfield (Captain Harry Newton) Volunteer Brigade, Fire Station, King Edward Street. (see below)

Macclesfield (Superintendent Edward Egerton Adshead) Borough Fire Engine Station Commercial Road, Macclesfield.

Macclesfield (Captain Harry Newton) Volunteer Fire Engine Station King Edward Street, Macclesfield.

Middlewich (Unkn) Birchall Brothers Builders erected a Stable and Fire Station for the Middlewich Urban District Council about pre 1897 (Also in Kelly's Directory 1902).

Nantwich - Urban District Fire Brigade (Captain Edward Wilkinson) Market Street.
Nantwich - Volunteer Fire Brigade (Captain Herbert Gentry) Market Street.

Northwich (Superintendent Joseph Arrowsmith) Urban Council Fire Brigade, Whitton Street, Northwich

Runcorn (Superintendent Robert Wright, *Deputy Superintendent Henry Cousins and 11 Men*) Fire Station at Delph Bridge, but the keys are kept at the Police Station in Bridge Street.

Sale (Superintendent John J Hunt) School Road, Sale.

Sandbach (Superintendent John Cooke and 10 Men) Scotch Commons. Erected in 1873 it is a plain structure of red brick and consists of an engine house only.

Seacombe (Captain William Clark with 7 Men) Platt Lane, Seacombe.

Stalybridge (Superintendent, Captain John Bates who was also Chief Constable of the Police as well as Chief Officer of the Fire Brigade.) Town Hall, Stamford Street.

Stockport Central Fire Brigade Station. (Superintendent Howard Beckwith – Also Inspector of Police based at Corporation Street.).
NEW STATION erected in 1902 at a cost of £12,000 and was situated in Mersey Square.
They had 1 Motor fire engine, 3 Steam fire engines, 1 Horse escape, 1 Horse ambulance, 42 fire alarms and 26 private wires.

Tarporley (Captain Commandant The Earl of Haddington, Captain and Secretary Henry Heald Lieutenant George Gregory, Treasurer Thomas Hayward and 20 Men) Urban District Council Fire Brigade, Tarporley.

Wallasey (Caretaker A Halewood) Leasowe Road, Wallasey

Wilmslow (Commandant, Captain A Price) Wilmslow Volunteer Fire Brigade.

Winsford (Superintendent Thomas Hulse) 1 Station Road, Winsford.

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In 1902 (Kelly's Directory) Mr Walter Lea (Owner of Dingle Lake) was the agent for the Westminster Fire Office in High Street, Sandbach.

It was also noted in Kelly's Directory that in 1902 the Sandbach Fire Superintendent was still John Cookewith 10 Men at the Engine House on Scotch Commons.

One area of town that caused a lot of fires and incidents was in Elworth near the railway line. There were the usual grass fires and sometimes buildings set alight by sparks from the engines but with an increase in rail traffic engines themselves started to have problems including on the 19 July 1906 when an Express Goods Train from Manchester on the London and North-Western Railway caught fire after passing through Sandbach Station which again had to be dealt with by the Sandbach Brigade after it stopped on the track.

On the 29 August 1904, Messrs J Stringer's Sawmill in Wheelock Road was gutted by a fire on that Tuesday afternoon shortly before 2.20pm when two people named George Sparrow and George Smith were working in the mill and noticed flames bursting through the floor. Sandbach Fire Brigade under Superintendent Broad was called out but the intensity of the fire had engulfed the building by the time they had arrived. Three lengths of hose were used with water from the main supply. After about an hour the brigade had the fire under control. The roof of the building was completely gutted and crashed to the floor.

A large crowd assembled to see the fire and were contained by Sergeant Charles Dean at a safe distance from the burning building.

Soon after Seven O Clock the fire was finally extinguished. At an inquest into the fire it was learnt that a counter shaft which drove all the machinery had overheated and ignited some hay which caused the biggest fire in the Sandbach area since the serious outbreak at Rode Mills ten years previous.

The fire caused about £1,000 worth of damage including some beautiful and very expensive carved oak work which had been intended for Brereton Church and should have been delivered that week.

On the 10 August 1910, the National Telephone Company was licensed to provide telephone circuits for the Fire, Police and Ambulance Services giving a quicker response time for emergencies but only to those who could afford a phone or had access to one as it wasn't a common household item.

In 1911, Congleton had a new Fire engine which had been provided by the local community as at this point there was no National Government funded equipment (National Fire Service 1942). They named their appliance "George" in a ceremony in the park with the Mayoress naming the appliance and with their 17 firemen and three other fire engines in the town also in attendance. The pump could have been the same model that Sandbach UDC went on to acquire in 1913.

In July 1913, the Fire Brigade in Sandbach took delivery of a new Steam Fire Engine from Messers' Shand, Mason and Company. It was tested at Dingle Lake and later water from the appliance was sprayed over the top of the Church and the Town Hall to check the power of the pumps (Possibly a Horse drawn engine with a Steam Pump).

(Article in the 5 July 1913 Crewe Chronicle Page 4)

"From the excellent results attained at Monday and Tuesday's test of the new Steam Fire Engine, Farmers and inhabitants generally will have a little more confidence and feel themselves a little more secure as regards the efficiency of the town's fire extinguishing appliances. Not only has a new up-to-date engine been acquired, but men of the right stamp have been appointed by the Urban Council to man it. The result cannot but be satisfactory. Under an expert from the firm of Messrs'. Shand Mason, the makers, the engine was got under steam, and taken to the Dingle Lake. The members of the Council, together with a large crowd of interested people, witnessed the throwing power of the engine with four branches attached to it. On Tuesday, water was obtained from the mains, it being poured over the Town Hall spire and St Mary's Church. The test proved Highly satisfactory."

The Crewe Chronicle of the 26 July 1913 (Page 7) reported that the first call out for the new appliance was to a fire at Haslington on the Tuesday at Noon. The Conflagration was at the farm of Mr Joseph Haynes in a barn containing a quantity of hay. However, before the Sandbach Brigade arrived a number of men successfully extinguished the flames thus the steamer was not required.

The report then goes on to talk about a new Fire Bell that had been recently purchased for the Town Hall which again had proved a failure. This device would have been the only way to call the firemen to a "Shout" and so having failed it delayed the response time due to a runner (or word of mouth) having to contact the local firemen to inform them of the incident.

A report in the 20 March 1914, Nantwich Guardian also tells of a new Sandbach Steam Fire Engine turning out for a test on Saturday the 14 March 1914 with satisfactory results.

I am told that as soon as the crew arrived at the station, they would light the boiler on the pump and would continue to keep it going as they sped down the road to an incident. Within 10 minutes the steam generated from the boiler ready to be used to pump water on arrival at the fire.

The term "ON THE RUN" which is still used today comes from this period when the station floor was sloped towards the front doors so the appliance would slide down the ramp when the break blocks were removed from the cart wheels, helping the horses to start moving the heavy equipment on its way to the incident. The term is

still part of today's terms although the floors are usually flat now as it is much easier to move a modern-day motorised vehicle.

At the beginning of August 1914, a local Police Constable passing the Holly Bush Inn, Sandbach noticed flames from the rear of the house. On investigation, the Constable discovered the body of landlord George Eccles in flames. He immediately called out the Sandbach Council Fire Brigade to put out the fire and an investigation was started into the landlord's death.

(4 Aug 1914 Liverpool Echo Pg 6)

According to Kelly's Directory of 1914 the Fire Superintendent was now Edmund Allen with 10 Men. Edmond was a Shoe maker / Clog maker in the High Street, living with his family.

EDMUND ALLEN'S FAMILY TREE.

1871 CENSUS Chapel Street, Sandbach.

Thomas Allen (Head) .b. 1834 (Aged 37) in Radcliffe, Lancashire (Clogger)

Alice Allen (Wife) .b. 1830 (Aged 41) in Heywood, Lancashire.

Edmund Allen (Son) .b. 1859 (Aged 12) in Heywood, Lancashire.

John Thomas Allen (Son) .b. 1861 (Aged 10) in Heywood, Lancashire.

Anne Jane Allen (Daughter) .b. 1865 (Aged 6) in Sandbach, Cheshire.

1881 CENSUS 36 High Street, Sandbach (**New Address**).

Thomas Allen (Head) .b. 1834 (Aged 47) in Radcliffe, Lancashire (Clogger)

Alice Allen (Wife) .b. 1830 (Aged 51) in Heywood, Lancashire.

Edmund Allen (Son) .b. 1859 (Aged 22) in Heywood, Lancashire (Clogger).

Anne Jane Allen (Daughter) .b. 1865 (Aged 16) in Sandbach, Cheshire (Dressmaker).

Alice Allen (Daughter) .b. 1872 (Aged 9) in Sandbach, Cheshire (Scholar).

MOVED OUT - John Thomas Allen (Son) .b. 1861 (Aged 20) in Heywood, Lancashire.

1885 Edmund Allen married Margaret Lea (Congleton District)

1888 Edmund and Margaret moved to Middlewich Road. His father still lived in High Street.

1889 Edmund and Margaret moved to Elworth Street.

1901 CENSUS Elworth Street, Sandbach (**New Address from 1889**).

Edmund Allen (Head) .b. 1859 (Aged 42) in Heywood, Lancashire (Clogger).

Margaret Allen (Wife) .b. 1864 (Aged 37) in Sandbach, Cheshire.

Alice R Allen (Daughter) .b. 1892 (Aged 9) in Sandbach, Cheshire (Scholar).

Dorothy Allen (Daughter) .b. 1894 (Aged 7) in Sandbach, Cheshire (Scholar).

Ellin G Allen (Daughter) .b. 1897 (Aged 4) in Sandbach, Cheshire.

Lucy Allen (Daughter) .b. 1889 / 1900 (Aged 1) in Sandbach, Cheshire.

Edith Lea (Niece) .b. 1892 (Aged 11) in Crewe / Sandbach, Cheshire.

1911 CENSUS 20 High Street, Sandbach (**New address**).

Edmund Allen (Head) .b. 1859 (Aged 52) in Heywood, Lancashire (Clogger).

Margaret Allen (Wife) .b. 1864 (Aged 47) in Sandbach, Cheshire.

Dorothy Allen (Daughter) .b. 1894 (Aged 17) in Sandbach, Cheshire (Scholar).

Ellin G Allen (Daughter) .b. 1897 (Aged 14) in Sandbach, Cheshire.

Lucy Allen (Daughter) .b. 1889 / 1900 (Aged 12) in Sandbach, Cheshire.

Edmund Rhodes Allen (Son) .b. 15 Oct 1901 (Aged 9) in Sandbach, Cheshire.

Stanley Allen (Son) .b. 1907 (Aged 4) in Sandbach, Cheshire.

Kathleen Allen (Daughter) .b. 1909 (Aged 2) in Sandbach, Cheshire.

Edith Lea (Niece) .b. 1892 (Aged 21) in Crewe / Sandbach, Cheshire

(Paper Bag Maker).

MOVED OUT Alice R Allen (Daughter) .b. 1892 (Aged 19) in Sandbach, Cheshire.

1912 School's Admissions for Sandbach County Secondary School shows

Edmund Rhodes Allen (Son) entering the school and his

date of birth as .b. 15 Oct 1901.

In 1933 Mr and Mrs Allen owned a Shoe Shop next to the Black Bear.

By 1938 Miss Lucy Allen was a Draper in Bradwall Road, Sandbach.

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1914 FIRE BRIGADES

Alderley Edge (Charles Hoylands Captain) Heyes Lane.
 Altrincham (Francis A Myers Superintendent with 16 Men – Telephone 1447)
 Town Hall, Market Street.
 Birkenhead (Superintendent James T Burns, Whetstone Lane.
 Assistant Superintendent John W Beech Whetstone Lane.)
 Corporation Fire Station Whetstone Lane – Telephone 1160 and 1161.
 Bromborough Pool (Charles Ellis Secretary)
 Cheadle (Captain William Hines) High Street.
 Chester (Superintendent Albert Ernest Clarke with 3 Sergeants and 20 Men)
 Volunteer Fire Brigade Station, Northgate Street, Chester.
 Congleton (Unkn) Corporation Fire Brigade consisting of 17 Members and had Three Engines
 and a Hose Cart kept in the Market Place.
 Crewe (Superintendent George Eaton-Shaw, Captain George Harding, Lieutenant Roberts
 and 4 Reserve Men) Beech Street, Crewe.
 Duckenfield (Unknown)
 Frodsham (Major W.G. Linaker Superintendent and 11 Men)
 Holmes Chapel (?)
 Hyde (Superintendent John William Danby) Corporation Fire Brigade, Corporation Street.
 Erected between 1894 and 1895 it cost £3,000 and by 1914 was in telephonic
 communication with various parts of the town. The building contained sleeping
 and living accommodation for the Brigade and also contained a “Firemen’s Shoot”
 and recreation room, drying house and stabling for two horses.
 Knutsford (Superintendent John Jackson – 4 Princess Street, Sergeant and 10 Men)
 Run by the Urban District Council with Two Manual Engines at the Engine House,
 Northwich Road Knutsford.
 Liscard (Superintendent George William Byne) Wallasey, 8 Anglesey Road.
 Lymm (Captain William Kirkpatrick) Whilbarrow.
 Macclesfield (Captain Walter H Braid) Volunteer Brigade, Fire Station, King Edward Street.
 Macclesfield (Captain Samuel Charles Baggott, Sub captain Orlando Corbishley with 18 Men)
 Borough Fire Engine Station Commercial Road, Macclesfield.
 Middlewich (*No Fire Brigade in 1914 Kelly’s directory*)
 In 1915 Superintendent Cooper was in charge at Middlewich.
 Nantwich - Urban District Fire Brigade (Captain Thomas V. C. Thistlethwaite) Market Street.
 Nantwich - Volunteer Fire Brigade (Captain Harry Johnson) Market Street.
 Northwich (Superintendent James Earlam) Urban Council Fire Brigade, Whitton Street,
 Northwich
 Runcorn (Superintendent Thomas Bowden, Deputy Superintendent Henry Cousins
 and 11 Men)
 Fire Station at Delph Bridge, but the keys are kept at the Police Station in
 Bridge Street.
 Sale (Superintendent Joseph Royle) 75 Chapel Road, Sale.
 Sandbach (Superintendent Edmund Allen and 10 Men) Scotch Commons.
 Stalybridge (Captain John Bates who was also Chief Constable of the Police as well
 as Chief Officer of the Fire Brigade. He was also the Inspector of Food,
 Drugs, explosives and common lodging houses and local taxation officer)
 Town Hall, Stamford Street.
 Stockport Central Fire Brigade Station. (Superintendent Howard Beckwith – Also Inspector
 of Police based at Mersey Square -, Assistant Superintendent R. A. Knighton with
 6 engineers, 24 firemen and 3 watermen).
 Erected in 1902 at a cost of £12,000 and was situated in Mersey Square.
 They had 1 Motor fire engine, 3 Steam fire engines, 1 Horse escape,
 1 Horse ambulance, 42 fire alarms and 26 private wires.
 The Brigade served the areas of Hazel Grove, Bramhall Urban District and the
 north portion of Bredbury. There was also a Branch Station at Gorton Road, Reddish
 equipped with a hose tender and horse escape.
 Tarporley (Honorary Chief Officer, Captain the Honourable
 Henry Robert Arden-Baillie-Hamilton, Chief Officer Edward H Wilkinson,
 Sec and Treasurer Thomas Hayward, and 16 Men)
 Urban District Council Fire Brigade, Tarporley.
 Wallasey (Superintendent G. W. Byne)

Wilmslow (Commandant, Captain A Price) Wilmslow Volunteer Fire Brigade.
Winsford (Superintendent William Dodd) Station Road, Winsford.

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1900's Picture outside the Town Hall in Sandbach
(Poss 1915 after 3 members went to War)

In March 1915, some members of the Sandbach Fire Brigade retired from Service, these were James Buckley a Butcher of 25 High Street, Charles Wardle a Draper of 1 High Street and Ralph Ruscoe an Insurance agent from 106 Middlewich Road, Sandbach. (*12 March 1915 Nantwich Guardian Pg 5*) They had also been Councillors with the Sandbach Urban District Council and in April 1915 they all three gave up their positions possibly to go off to war. Ralph Ruscoe (West Ward) did however return to politics and in 1921, 1929 and 1939 was the Mayor of Sandbach.

James Buckley (East Ward) had also been Mayor / Chairman of the Council of Sandbach in 1901 and 1910 with Charles Wardle (East Ward) also taking on the role in 1913.

On the 21 August 1915, Sandbach Fire Brigade and Winsford's appliance were called to a fire at the Verdm, Cooke and Co's Salt works at Cledford near Middlewich after Superintendent Cooper of the Middlewich Brigade decided that the fire was too big for his crew to tackle on its own. The fire took all of Saturday and Sunday (22 Aug) to put out and had started in the drying room of the works. (*28 Aug 1915 Chester Chronicle Pg 6*)

A report in the Nantwich Guardian of Friday the 17 September 1915 shows that Sandbach Fire Brigade had made a charge of £11/5/0 for their services at the recent outbreak at Messrs Verdin Cooke's Works at Middlewich.

In August / September 1915, the Sandbach Urban District Council purchased a new horse for the brigade at a cost of £75. (*Nantwich Guardian Friday the 17 September 1915*)

The 19th December 1916, Nantwich Guardian published an advert for a new First Engineer for the Sandbach Steam Fire Engine. It also looked for a second engineer to look after the appliance if the First Engineer was unavailable.

In the 16th March 1917, edition of the Nantwich Guardian it was announced that at the 12 March 1917 meeting of the Sandbach Urban Council at the Town Hall with Mr George Wright presiding it was recommended by the Fire Brigade Committee to appoint Mr Ernest Warrington as second engineer of the brigade during the absence of Mr Richard Wade who was on Military Service.

On the 18 August 1917, the Sandbach Fire Brigade with their Steam Fire Engine led the procession in a parade down the High Street to the Top of the Hill in Sandbach Heath and then back via Middlewich Road for the town's annual Pageant

The procession had formed up on the Common with the Chief Marshall, William T Rosson (Cab Proprietor) of 21 Crewe Road, Sandbach and organiser of the parade as he had done for a number of years. Mounted on his charger (Horse), he led the way via the high street to the hill and back by Middlewich Road to the field. The event was part of the Sandbach Hospital Fate and Pageant organised by various people including secretary Mr J.H. Broad to raise funds for the temporary Hospital based at Abbey Fields on Middlewich Road, Sandbach which had been set up by the Red Cross to look after soldiers injured in the war.

The Sandbach Fire Brigade were followed by the Foden's Band and various floats including a tableau based on "Gypsy Life" and a party from Congleton, a Juvenile character "Little Man from China" played by J Ridley; Folly, Miss Sherratt; Woodland Fairy, Miss Ivy Platt, A French Girl, Miss Irene Platt, Flower Girl, Miss M

Oliver, Charlie Chaplin played by F Jackson, Red Cross Girl, Miss O Stockton, Irish Girl, Miss A Ruscoe, Spanish Girl, Miss R Warburton. Also taking part were the St John Ambulance Brigade under Chief Officer G H Bourne.

Nurses and Men from Abbeyfields Hospital also took part along with the Bradwall Training School, boys and their bugle band, Lord Jam Hangers, Komikal Heutertainers (Comical Entertainers) – Messrs Dutton, Tilley, Elsby and Bagnall. Fairy Character on Foot, Red Cross Knight, Mr W Ridley; Artistically dressed gentleman,, Mr F S Kenyon, Red Cross, Miss R Coppenhall and Miss H Hulme; Ivy Girls, Miss H Wheeldon and Miss E Hulme (Congleton), Rosy and Bolis, Miss E Frost and Miss A Elenson (Congleton); Billiard Cue, Miss Allcock (Sandbach); Turkish Towels, Miss Tagell and Miss Wheeldon (Congleton); Cow Boy and Girl, Miss E Dickenson and Miss L Oakes (Congleton); “Charlies Day Out” Mr J Wilson and Party; Tableau “The Allies” Mr G Bloor and party; Sandbach Town Band conductor Mr S Charlesworth; Sandbach Company Cheshire Volunteer Regiment. There were also a number of collectors in costumes. On arrival at the field the judging of characters took place with many prizes handed out for costumes and floats.

BRUNNER MOND Wheelock.

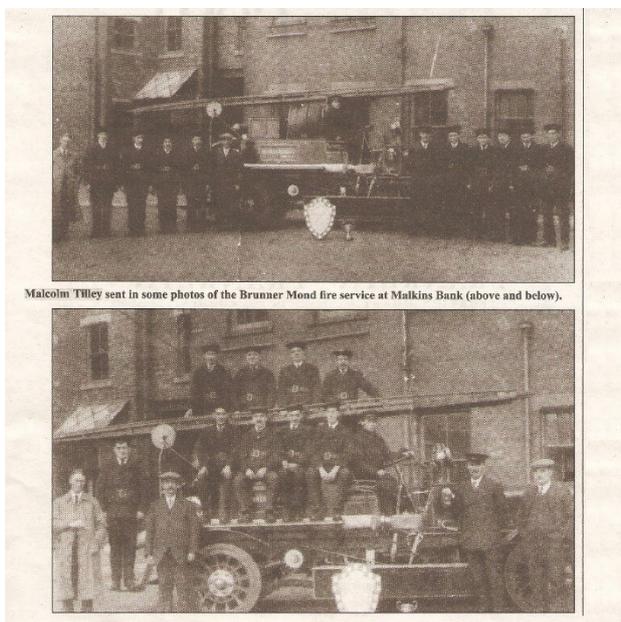


Brunner Mond Fire Brigade.

In 1919 the Brunner Mond Company held a Fire Brigade Competition between various brigades in the area with the Sandbach Bruner Mond Fire Brigade coming first as they competed in a number of challenges to do with fighting fires.

A picture taken of the winning crew shows them possibly aboard a Dennis Merryweather (In Production 1905 to 1920's) and shows the Brunner Mond Factory Brigade with their appliance.

A report in the Nantwich Guardian 7 June 1918 tells of a fire at Malkins Bank which was attended by the Brunner Mond Fire engine and quickly put out using water from the nearby canal. Pictures from about this time show the Brunner Mond fire appliance had about twelve men who worked in the factory and attended fires in their smart uniforms in the same style that Sandbach Town Brigade had.



(Featured in the Sandbach Chronicle.)

Brunner Mond had held a Fire Fighting competition since before 1894 when it was reported that the newly formed Crewe Corporation Fire Brigade had taken part in the event (11 Aug 1894 Crewe Guardian Page 4)

SANDBACH

Sandbach at the time of 1919 still had its steam pump and horses rather than the motorised vehicle owned by Brunner mond.

In 1925, there was a 2nd major fire in Crewe Hall. Having been rebuilt, a report in the Birmingham Gazette of the 27 January 1926 (Page 5) gives details of the inquest into the death of Florence Allen aged 62.

A graphic story of the Crewe Hall fire, from which the novelist Mayoress of Bath, Madam Sarah Grand escaped in night attire, was told at the inquest yesterday on Florence Allen, Aged 62 the cook who perished in the flames.

Miss Tindall described how, when awakened by a crash, she thought it was burglars in the sitting room adjoining her own room. She jumped out of bed and tried to open the door, in which she was obliged to exert great pressure. It opened a few inches and she then smelt fire.

Elsie Washer, a maid who last saw the deceased said four of them went to the top of the house to fetch some of their belongings. She went with Miss Allen to her bedroom, where the deceased handed her two suit cases. The witness then went into another maid's bedroom, thinking that Miss Allen was going downstairs. Suddenly three of them were cut off by the smoke. They crawled along a passage but were driven back and took refuge in a bathroom from whence they tried in vain to escape by the window. Then they crawled back into another bedroom and on to the roof, where they were nearly half an hour before being rescued by the firemen and others, who tore down an obstruction.

The coroner said the fire probably broke out in a joist in the sitting room through a flue from the kitchen underneath.

Apparently, Miss Allen was cut off, and in a dazed condition sort shelter in a room where she was found dead. It was very sad after she had herself roused the other girls and had actually been downstairs into the servant's hall. He recorded a verdict of "Accidental death".

A fire at a farm in Bradwall on Monday the 16 August 1926 was only just put out by the brigade as they had unfortunately insufficient coal on board the appliance to keep the steam boiler working at full power. They did however keep the water flowing with a decreased pressure by burning wood from the farm which gave just enough to water to extinguish the flames. (*17 Aug 1926 Hull Daily Mail Page 1*)

On the 24 August 1926, Sandbach Fire Brigade not only had to tackle a farm fire when a stack of hay burst into flames but also a swarm of wasps that were disturbed by the smoke and the movement of the brigade. Many of the firemen were stung by the wasps but kept going until the fire was out.

A report in the Aberdeen Press and Journal on Monday the 10th October 1932, noted that a fire had taken place at a wooden structure belonging to the British Legion Club, a large corn warehouse, a wooden garage office. The fire took two hours to get under control and caused the electrical supply for the whole town to be cut off with church services being suspended for a time.

A young girl at the time remembers going to the local Harvest Festival at St Mary's Church that day and the lights went out at the end of the service. They were then told that they couldn't go home through the town because of the fire so she had to go down Congleton Road and then back up Offley Road to Victoria Street. By the next day the grain store had been burnt to the ground.

A report in the Staffordshire Sentinel on the 18 November 1932, reported that there was an investigation into the breakdown of the Sandbach Town Steam Fire Engine at a farm blaze last week and allegations against the brigade were being inquired into at a private meeting of the Urban Council, the members of which sat until a late hour. They met the farmer concerned, and also two of his neighbouring farmers and the statements made were thoroughly discusses. The question was finally referred to the Fire Brigade Committee to prepare a scheme of reorganisation.

The failure and conduct of the fire brigade at the farm blaze at the start of November seems to have led to the dismissal of members of the whole Fire Brigade in Sandbach. The Staffordshire Advertiser of the 18 February 1933 stated that on the previous Monday (13 Feb 1933) that the Sandbach Urban District Council (SUDC) approved the engagement of eight new firemen including a Vice-Captain. The appointment of a Captain was made some time ago. The present members of the brigade finished on the Saturday (18 Feb 1933) when they attend the Fire Station and handed in their equipment to the new captain. They will also receive their retaining and drill fees to the end of March in lieu of notice.

NEW FIRE PERSONNEL Captain Thomas Leese

On the 1 July 1937, the 999 Emergency telephone system was introduced to call for assistance by the Police and Fire Brigade. Before then it was down to the operator at the Telephone exchange to ring the appropriate Brigade personnel. Now anyone with a phone could call a central control centre which would call out the brigade members either by a siren or bell in the homes of the firemen.

On the 22 December 1937, the Air Raids Precautions Act 1937 was established and came into law on the 1 January 1938. The act stated that Central Government would supply pumps (Fire Engines) for a new Auxiliary Fire Service (AFS) but Local Authorities were still tasked to supply a Station and to recruit personnel, train them and equip them ready for the possibility of another great war between Britain and Germany.

According to newspaper reports in May 1938, school children had a thrill when a bus carrying them from Bradwall to Sandbach suddenly caught fire causing the brigade to be called out. (*6 May 1938 Dundee Evening Telegraph Pg 13*)

An interesting article appeared on the 4th March 1939 in the Crewe Chronicle on Page 14.

“The Crewe Chronicle announced that two women had become qualified to drive the Sandbach Fire engine for the first time. A picture showed Captain Thomas Leese showing new drivers Mrs Harrison and Mrs Robinson with the Sandbach fire engine”.

One of the first fires they could have driven to was at Park Farm in Sandbach owned by Mrs Riddle on the 7 September 1939. Things didn't quite go to plan as there was a lack of water in the area which then had to be pumped from a distance.



Another Fire-fighter who was part of the Auxiliary Fire Brigade during the Second World War was Fred Street (.b. 1918) who during the day was working in the Ammunitions factory at Foden's. After a visit to his home in October 2007 at Heath Road, Sandbach by the modern-day Fire-fighters who were fitting fire alarms they got to know about Fred's past and decided to arrange a treat for him with a visit to the Sandbach Fire Station and a chance for him to dress up in his old uniform as well as meeting up with a 1960's Dennis F8 (Audlem) fire engine and the current modern fire appliance with its crew.

1939 CENSUS / ENGLAND WALES REGISTER (Possible Firemen)

Walter Door .b. 24 Oct 1918

John Major .b. 21 Feb 1886

c1939 World War 2 Fire Brigade regulations were brought in stipulating that stations had to be manned with a telephone, Siren and toilet facilities. Sandbach certainly had a telephone and the siren on top of the Police Station which complied with the request but no-one seems to remember there being toilet or washing facilities in the very basic station.

The little-known fact today that joined the Sandbach Police and Fire Brigade together was the use of the siren on top of the Police Station to call retained firemen to a "Shout". As the Police Station was based in Bold Street (Now Barclays Bank) during the Second World War they had an "Air Raid Siren" on the top of the building which was used to alert the public of Air Raids. It was also used to call the fire brigade to the Fire Station using a different sound from the long notes indicating an Air Raid and a long note to call off the Air Raid warning. A series of short bursts would call the brigade to an incident a sound that would continue well into the 1960's.



(1939-45 AFS Crew from Sandbach Including Richard Mellor and Bill Russell)

On the 20 May 1941, the Fire Services (Emergency Provisions) Act 1941 was passed through Parliament, establishing a National Fire Service (NFS) with Local Authorities providing 75% of the funding for a regular Fire Brigade with the Country being divided into 12 regions.

Region 10 included Cheshire, Lancashire, West Moreland and Cumberland. This was then divided into smaller areas with Sandbach coming under Fire Force No 26 with its headquarters at "Holly Mount", Mill Lane, West Derby, Liverpool 12 and was commanded by a former London Fire Brigade Officer Mr Charters.

Before 1939 the area covered in the 1941 act had the following stations (Number of Fire Stations in each town in Brackets)

Sandbach UDC (1), Alsager UDC (1), Congleton B and RDC (1), Crewe B(1), Middlewich UDC (1), Nantwich UDC and RDC (1), Liverpool City (9), Birkenhead CB (2), Bootle CB (1), Chester City (1), St Helens CB (1), Southport CB (1), Wallasey CB (1), Warrington CB and RDC (1), Bebington B, Crosby B (2), Widnes Borough (1), Ellesmere Port UDC, Formby UDC (1), Haydock UDC, Hoole UDC, Hoylake UDC (1), Huyton with Roby UDC(1), Litherland UDC, Neston UDC, Newton le Willows UDC (1), Northwich UDC and RDC (1), Ormskirk UDC (1), Prescott UDC (1), Rainford UDC, Runcorn UDC and RDC (1), Tarvin RDC (1), Winsford UDC (1), Wirral UDC (1), West Lincs RDC (1) and Whiston RDC (1)



During the Second World War some of the fire crew from Sandbach were redeployed to Manchester. They were also sent to Liverpool, a City which became the heaviest target for German Air raids in the North West and so needed as many experienced Fire-fighters as possible leaving Sandbach with only a Skeleton Crew of five and a Dennis fire engine (Or possibly Jennings / Dennis) until 1945.

Two of the firemen in Sandbach at the time were William (Bill) and Wilf Wakefield. William joined first with his younger brother Wilf (.b. 30 Jan 1930) joining in 1942 at the age of 12. Wilf was also working for Harold Dunn as a milkman and as a farm hand with one of Wilf's jobs while he was still at school was helping to take the cows to Crewe Market before he started his lessons by making sure all the gates were closed on the way.

When he left school he then went to work for Foden's Motor Works in Elworth where he started in the Office before moving onto the Wages Department, Planning Office, Casting Shop and finally the Repair Shop.

Before the current fire station was constructed the fire brigade, were summoned to the station by the tolling of the Fire Bell in the Town Hall. This was augmented by the ringing erratically of church bells at St Mary's and others in the town. By 1941, when Wilf joined the brigade he remembers that they used a bell system in the firemen's home which would sound at night time when they were called out to a "Shout" with the bells being

used during the daytime. When he was working at Foden's a staff member who had heard the church bells would come to where he was working to tell him there was a call for him to go to the fire station.

Wilf Wakefield had a 1932 MG Sports Car at the age of 15 which helped to transport him and his brother William to the station, giving them the advantage over those on pushbikes to get to Sandbach for the call first as Elworth (Foden's Motor Works) where he and other firemen were working was about a mile from the Fire Station situated behind the Town Hall on Congleton Road.

Because of his experience on the farm, Wilf was one of the firemen who drove the appliance as he was able to drive tractors etc. from the age of 15. He was not the only one to drive the engine to a shout as it was all down to who arrived first at the station and who among the designated drivers could start the appliance, with the next five people arriving at the station being able to go to the incident. However, if it was a small fire then a smaller crew was able to go to the shout first with other members following on their bikes as a back-up crew.

The first fire vehicle Wilf Wakefield drove had a starting handle at the front which was used to get the engine up to full compression before it would start. The Dennis Fire Engine also had a bell on the front to let people know when they were coming, as it made its way as quickly as possible to an incident. However, it was not advisable for it to go around corners very fast as the large amount of water inside would slosh about and could turn it over. Wilf never heard of anyone having an accident in the vehicle but it is fair to say it was not incident free as it was only a front wheel drive appliance and so on occasions it would get stuck in mud if it went too far into a field.

Two of the most memorable incidents were at Alsager Hall and the Salamanca pub on Newcastle Road, Smallwood. The Alsager Hall fire started one evening and lasted right through the night which seemed to be a regular time for calls according to Wilf Wakefield and looking at today's calls, the time just after midnight still seems to be a popular time for call outs although by 2017 it is mainly road accidents at this time of the day. Wilf remembers the Alsager Hall call out in particular because there seemed to be a lot of money floating about when they arrived at the scene alongside crews from Crewe and the Potteries. The fire itself took two days to put out, making it a very large fire for this era.

The other big fire at the Salamanca Pub in Smallwood also took a while to put out but ended with the landlord giving the crews free drinks in the bar afterwards. The pub was named after Wellington's Victory in Spain in 1812 when local (Smallwood) worthy Stapleton Cotton commanded the British Cavalry at Salamanca. The building served the community until about 2010 when it closed and fell into disrepair and was demolished in Aug 2016 (Tbc) after many years of neglect and also after a last-ditch attempt to restore the building in 2009 by Mr Michael Jefferson of Jay Ashall Associates whose application was turned down by the Council Planning Committee resulting in them putting the property up for sale on the 24 April 2014 for an estimated price of £94,000.

Another popular call in the area was to rescue Cows from canals and marshland which didn't always go to plan as the Dennis appliance, when full of water was sometimes unable to get close to the canal to attempt the rescue so they had to either put a carpet down to stop the appliance from sinking or they got as close as they could to the animal and used a very long rope which was attached to a ratchet pulley at the back of the appliance and then was put round the animal before using the pulley system to pull it out.

At this time Wilfred Wakefield described the fire station as being in a shed like structure at the back of the Town Hall opposite the Palace Cinema and consisted of an engine shed leading onto the Congleton Road with offices behind for administration. There were however no wash basins to let the firemen clean up after a blaze, so they had to take the uniform home to get them cleaned before the next shout which sometimes meant a rather smelly trip as they were at times covered in farmyard smells from tackling hay fires and getting cows out of holes and the rivers.

The retained firemen used to practice their firefighting skills on Scotch Common on a Tuesday night which was also a time when they had a visit from one of the fire inspectors from headquarters who would inspect the crew in their polished uniforms as well as the appliance which after each shout would be washed down by the crew. The canvas hoses they used were also looked after by being rolled up to get the water out of them and then hung up to dry. Wilf Wakefield doesn't remember how they dried the hoses in the first fire shed but when they moved down the road to what is now the storeroom for the market stalls, they used to string them up alongside the appliance in the parking bay.

Looking back on his time with the brigade Wilf remembers that when he joined at the age of 12 he had still been allowed to drive the engine as at this time they were short of experienced drivers and that this was why he had been allowed at such an early age to be part of the crew. As mentioned at the age of 15 he had his own car which at this time was something unusual in the area as owning a motor car was still not something everyone had or could afford to drive with most people working close to the town or only yards from the fire station they didn't need this form of transport to get them to work they could just walk or ride a bike. It is ironic that in later life Wilf would own and sell Austin motor cars in his garage in Wheelock and become a land owner himself.

Wilf now lives on the site of the old Brunner Mond Factory down Cotton Lane in Wheelock which again ironically was the site of the field where the fire brigade used to practice their fire fighting skills by pumping the water from the river Wheelock and spraying it over the fields or possibly over the nearby buildings.

Wilf Wakefield left the Fire Service when he was 21 to join the army. During his time at Sandbach Fire Station Mr Gledhill who owned a paper shop in Wheelock was in charge with Mr Arnold Proudlove taking over in the 1950's. Arnold Proudlove was the owner of a Taxi company based opposite St Mary's Church in the town centre.

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During the Second World War there were also a number of Fire Guards as well as Fire Watchers ARP wardens and others involved in keeping the local area safe from incendiary bombs.

An article in the local Chronicle of the 18 October 1941 noted the appointment of the following Fire Guard Officials.

Head Fire Guard = Mr E Newall.

Senior Fire Guards = Mr P Venables (North Ward),

Messrs H.D. Ford and R G Foden (East Ward),

Mr G Bourne (Elworth),

Mr H Parkes (Wheelock),

Mr A Mossley (Ettley Heath),

A.R.P. Messengers – Head Mr R. P. Goodwright (Oct / Nov about to join the forces)

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A list of officers dating from the 30 March 1942, for the No 27 Fire Force Area gives the following:-

Fire Force Commander Mr F Dann O.B.E.

Fire Force Commander (2) Mr W Smith B.E.M.

Divisional Officers Mr B J Brown (P/T)

Mr W Holland

Mr J E Whitaker

Chief Clerk Mr H Griffiths (D.O.)

Area Officer Miss E M Levenson M.B.E.

On the 20 September 1942, the 'National Fire Service (Alteration of Fire Areas) Regulations 1942' came into operation with three new Fire Force Areas being created. Taking over from the Fire Force 26 Area, Sandbach become part of Fire Force 41 with its HQ now being based at "Thelwell Heyes", Grapenhall, Warrington with Commander W. Ewart Greenhalgh in charge.

Fire Force 41 covered Sandbach, Alsager, Congleton, Crewe, Haydock, Middlewich, Nantwich, Newton Le Willows, Northwich, Prescott, Rainford, Runcorn, St Helens, Tarvin, Warrington, Whiston, Widnes and Winsford, a total of 68 stations.

By the 1 July 1945, area (Fire Force) FF26 was reduced to 63 stations and on the 31 March 1948, it was reduced again to 42 stations. At Midnight on the 31 March 1948, control of the Brigades was taken again taken over by Local Authorities.

The end of the Second World War it was evident that the Country needed a special force to look after the needs of the people with regard to fire cover and like a lot of other bodies the fire service needed to change to reflect its needs.

The WAR YEARS were not only a time of great losses in the armed services but also in the Fire Brigade with many Fire-fighters being killed by falling building's, bombing and other catastrophes.

Locally in Crewe four firemen were killed during this period.

John Alcock and Cyril Langley were killed while on an Air Raid Precautions (ARP) training exercise when on the 17 May 1939 they became trapped under their Home Office lorry and trailer pump when they were involved in an accident along with 12 other firemen from the Derby Street, Auxiliary Fire Service (AFS). At the time Crewe has over 200 firemen in the AFS to support the Crewe Corporation Fire Brigade. John Alcock was 37 at the time and lived in Ludford Street and served as a retained fireman with the Crewe Corporation Fire Brigade and often represented them in fire brigade competitions as well as working as a general worker with the Crewe Corporation. Cyril Langley was 29 when he died and lived in Goulden Street and was with the AFS in Crewe, a prominent member of the Order of Oddfellows and was a fitter in the brass finishing department at Crewe Works.

When the two were buried they has a public service at Christ Church with the coffins mounted on the Crewe Corporation Fire Engine with 5,000 mourners following the cortege.

Colonel Officer Joseph D Entwistle was at the age of 40 when he died, he was also part of the National Fire Service and was unfortunately electrocuted at a house in Stafford Street when a hanging live cable came into contact with his steel metal helmet on the 29 November 1941.

Fire watcher William Roberts was killed when an enemy bomb hit his home in Hall-O-Shaw Street on the 8 April 1941. Aged 38 William was one of the Firewatchers who was operating on the top of the Crewe Municipal Buildings.

From 1945 to 2019 no fire-officer has been killed in the service of the Cheshire Brigade.

A NEW STATION AND WHAT HAPPENED TO THE OLD BUILDING.

With changes to the fire service the building behind the Town Hall was no longer needed and a move was planned with the old station being used by Sandbach Urban District Council as a store for Newspapers. Part of the building was also used as a newsagent by Frank Tunny with shutters on the front.

CHESHIRE FIRE SERVICE.

Established under a 1947 Act of Parliament the Cheshire Fire Service was formed and started its duties on the 1 April 1948 with 28 Stations in 5 Districts (Districts designated from A to E).

Districts A to D included Sandbach, Congleton, Crewe, Middlewich, Nantwich with -

Altrincham (District?), Audlem (District?), Bollington (District ?), Cheadle Hulme (District A), Hazel Grove (District A), Hyde (District A), Knutsford (District ?), Malpas (District ?), Marple (District A), Macclesfield (District ?), Northwich (District ?), Sale (District ?), Stalybridge (District A), Stockton Heath (District ?), Tarporley (District ?), Wilmslow (District ?), Winsford (District ?).

Cheshire District E covered – Ellesmere Port (District E), Frodsham (District E), Heswall (District E), Hoylake (District E), Port Sunlight (Lever Brothers) (District E), Runcorn (District E), Warrington (District E).



(1952 Crew outside 2nd Fire Station)

1952 SANDBACH CREW Includes,

Station Officer Arnold Proudlove (Far Left) (Owned a Taxi Business opposite St Mary's)
Leading Fireman Ted Heathcote (Bottom Row 2nd from Right)
Harry Wilson (Far Right with Cigarette)
Ken Tunney (Front Row Extreme Left)



Derelict station 1970's / 80's

In about 1948, the Fire Brigade moved to the new fire house which was situated in the old Temperance Hall on Scotch Common. Like its predecessor it was described as a plain red brick building that had held up to 300 people and by 1902 was used as an Infant School in connection with the National School scheme. The building is now used as a storage room for the Sandbach Market stalls by the Town Council and it was this building that was the base for the engine until 1961 when the Brigade moved to its present location. Dennis Bell a fireman in the 1960's said that the building could hold two appliances, one a main engine and a second smaller vehicle.

In 1948, Government regulations changed the way Fire Appliances were made and insisted that Fire Engine Cabs be enclosed with no Fire-fighter sitting on the outside of the appliance as they had the potential for Fire-fighters to fall off the machine. New or adapted appliances were brought into the town to comply with the regulations.

On the 1 April 1948, London Fire Brigade resumed operation after the war regulations and work started rebuilding the Fire Brigade nationally with new equipment being installed in engines having learned a lot during the wartime operations.

This meant the introduction of Compressed Air Sets and the introduction of a 999 central Control System for emergency calls. It also meant an upgrade of the vehicles with many pre-war models being scrapped and across the country the old Fire "Red Boxes" in the streets were removed. These were like the Police summoning boxes and looked like the Dr Who TARDIS but in red. They were designed to allow the public to call the Fire Brigade without owning a phone in your home. An example of the TARDIS box painted red was for many years at the entrance to the Blackwell Tunnel in London.



(Blackwall Tunnel North Fire Box)

A greater emphasis was also now being put on fire prevention with officers playing a more active role in teaching fire safety.

The summer of 1949-50 was exceptionally dry and this led to a 33% rise in call outs to fires in Cheshire. It was also a period of increased malicious calls with 53 being logged in Cheshire over the year (1949-50) a trend that continued until 1956-57. At this time the main cause of fires were chimney related with a third of calls being for this reason. Other causes of fire were children playing with matches and sparks from locomotives.

After the war, the Fire Brigade kept the siren on the top of the Police building in Bold Street to summon the part time firemen to the station house on Scotch Common. The Siren was possibly kept on the Police Station so that it could be activated by the Police who had a continual presence in the building and so were available to start the alarm after the call came through from the telephone operator. When the new station opened in 1961 the siren was moved to the top of the tower at the back and was activated remotely.

With the end of World War 2, many new innovations were being introduced to the three services of Fire, Police and Ambulance including better communications. After trials by the Police Force in Cheshire the Fire Brigade followed in their footsteps by trialling radio communication and by the mid 1950's, 25 appliances in Cheshire had a radio installed to direct the appliances once they were on the road to incidents.

The 1950's were also a time for a change of skills connected to fighting fires with 240 members of the Cheshire Brigade becoming qualified in using breathing apparatus and some demonstrations were held to show underwater equipment. Speciality teams still exist in the area to help out at major incidents in this Country and today they can also be called upon to deal with incidents all around the world as well as their role in Cheshire.

In 1952 the Cheshire Brigade started a Fire Safety Campaign with two films being shown in Cinemas in the area. The two films were called "Every Five Minutes" and "Fire the Enemy" and were the start of educating the public of the area to be safe rather than rely on the Fire Service to extinguish their fires once they had caught hold. To back this up they also involved the local stations in going around discussing fire safety in the home which is something they still continue to do, mainly in the full-time stations like Crewe and Congleton rather than the retained stations like Sandbach. Today, Sandbach is active in promoting fire safety at various events and also through a scheme to provide the elderly with fire alarms for their homes as well as safety checks.

In 1953 and 1954 the officers were issued with new tunics giving them better fire protection and a new type of helmet issued to all staff in the years that followed. The new tunics were made of wool which is hard to burn giving them that extra protection from sparks from fires etc.

A report in the Liverpool Echo of the 22 February 1955, tells of a fire that day in the "Times Supplies Stores" building in the High Street, Sandbach which was in-front of the Lion (Red Lion) Public House. The fire was caused by a spark setting fire to a beam in the building which destroyed hundreds of pounds worth of clothing stock and the building to be burnt out. Cardboard clothing boxes on the shelves and a display of frocks were reduced to charred fragments. A display of corded trousers and women's underwear in the window were only singed.

The fire happened shortly after Midnight when Miss Rose Scutcheon who sleeps in a flat in the same building block as the lock up shop and was still awake contacted Mr Reginald Sergeant a clerk employed at an electrical contractor who also occupied part of the building. He was told that smoke was coming from the premises and as he was unable to gain access to the offices because of the dense smoke which was sweeping down the central stairway he rang the fire brigade.

Firemen fought the blaze for over two hours and the fire was largely confined to the shop. Documents belonging to the electrical contractors were unharmed save for the water from the firemen's hoses.

The Times Supply Stores are owned by Mrs Elsie Broadhurst of Hassall Road, Sandbach who has had the business for only a few months and rented the premises from Mrs Kate Williams of High Street, Sandbach. It is possible that the building was demolished in 1957 as it no longer exists in the town centre.

In the Mid 1950's Cheshire decided to improve stations in the area with major updates and the rebuilding of various stations. In 1954-5 a new fire station was opened in Audlem followed in 1956 by one at Ellesmere Port and in 1958 Poynton gained a new fire station, followed a year later in 1959 by one at Bebington. Before, during and after the war up to the 1960's they had the siren mentioned earlier as well as the bell network in each of the homes of the firemen, a system that had been available since the 1940's as related by Wilf Wakefield for night-time calls. 1960's fireman Len Mountford and Glynn Robinson (son of fireman Dennis Robinson) recalled that if you lived in the Town Centre, the siren on the Police Station and later the Fire Station itself would call you to a shout otherwise the bell system in your home would announce your attendance when needed. At this time Sandbach had two circuits for the system, one in the Main Town (Like Platt Avenue) which would call those in the area to the station and another network for the Top of the Hill area of Sandbach Heath and Wheelock. Depending on the severity of the fire or incident the station commander could then call out half of the crew or the whole division to attend the "shout". Len Mountford recalled that it was not unusual for only the Town part of the crew to be called out rather than the Sandbach Heath personnel. One of those on the Town team was Dennis Robinson who at the time lived at 1 Platt Avenue and his son Glynn Robinson. Glynn recalled that the house had an enormous electric bell that would go off at any time Day or Night and his father would dash to the fire station. Len added that his bell was so loud that everyone in the street could hear it and would all dash out into the road to see him on his way to tackle a blaze or deal with an accident. He also adopted a way of ensuring he didn't miss a call when he was out of the house. He would place a 3d piece between the clapper and the bell (Outside) which would drop if the bell sounded. When Len returned home, and found the coin on the floor he would dash to the Fire Station to see if the appliance had left or was on standby hoping to get paid for the call.

In November 1951 the Conlowe Mill in Congleton was destroyed by fire with crew's from Sandbach attending along with appliances from Cheshire and Staffordshire.

CHESHIRE FIRE DEPARTMENT OFFICIALS 1955

Mr A Boulton (Chief Fire Officer of Cheshire),

Alderman Gee (Chairman of the Fire Committee of the County Council).

In 1956, Dennis Bell joined the retained fire brigade in Sandbach having left school at the age of 13 in the Summer of 1946 with no qualifications but was informed by his headmaster in his class that if anyone found a job during the summer break, that as long as he was told about it they would be allowed to leave school before the exams. Dennis took him at his word and found employment with a local plumber's in the High Street, staying with them as an apprentice for the next seven years. At the age of 21 he joined the RAF having had his National Service deferred due to his occupation as a plumber. In the RAF he was a trained wireless operator and Marksman and gained qualifications as an interceptor which tracked Russian aircraft during the Cold War. After his service, he couldn't settle back into civilian life as it lacked the life, he had had in the RAF so when he saw an advert in the Crewe Chronicle for Retained Firemen at Sandbach he jumped at the opportunity to join up along with his neighbour Stan Hatton. They had only been in the service for a couple of weeks, when after the Tuesday parade had finished at 9pm they set off home on their bikes to Elworth Street. When they passed the Police Station in Bold Street the Siren went off calling them to an incident. Not having had much training they didn't expect to be part of the crew that turned out. However, at this time the station had two appliances in the Common's Station and with the first appliance full of qualified men it set off to the "Legs of Man Hotel" for what was at first sight a chimney fire. With more retained firemen turning out the fire officer shouted at them, "For Christ Sake Jump on to the Second appliance", so with no training and very little uniform they jumped on and headed for the fire. Dennis was put with a man called "Tippy Hollier" who told him that "the men were inside dealing with the chimney fire, but just in case we are needed we will put a ladder in the thatched roof so we are able to give assistance if needed". After a few moments on the roof "Tippy" said "I don't know about you, but doesn't this thatch feel warm to you?" Dennis agreed and they both decided very quickly to get off the roof which within five minutes was alight with the customers still inside the pub. It soon became a major rescue mission to get them out safely while the sparks from the chimney started to reduce the thatched building to a burnt-out shell with the roof and top floor completely destroyed.

Arnold Proudlove, who was in charge at the time thought that the best training for a fireman was on a shout, however headquarters didn't quite agree and so on Tuesday nights they still had to do training in the station in Sandbach on the common as well as travelling to Winsford and Crewe for specialist training. Scotch Common was by this time was also filling up with HGV's on overnight stays and on many occasions the brigade was called to an incident involving one or more of them bursting into flames. Training sometimes involved using breathing apparatus in a smoking building which took place at a specialist area at Crewe. This training was something that at the time was not much use to the retained fireman at Sandbach as the appliances didn't have

the breathing apparatus on board as this was reserved for the full-time crews at places like Chester, Winsford and Crewe.

According to Dennis Bell at this time had two appliances in Sandbach which were a Commer (Main Appliance) with a Dodge Flat Backed Wagon (2nd Appliance) which had what looked like a builder's hut on the back of the vehicle and behind the wagon there was a pump.

On the 7th March 1962 one man died in a triple pile up of Heavy Goods Vehicles on the main London to Lancashire trunk road at Rode Heath near Sandbach. The Sandbach Fire Brigade raced to the crash spot to free the driver from Leeds, after his six-tonner had crashed into the back of a furniture van seconds after the van had been in collision in front of it on the south bound road. The last vehicle had been carrying a load of 40-gallon drums of paint which shifted forward and crushed the cab of the dead driver. With so much paint on the road fire fighters used hundreds of gallons of water to hose down the road to stop a spark igniting the fumes from the paint.

NEW FIRE STATION AT SANDBACH.



The present Sandbach Fire Station was officially opened on the 21 June 1961 by Alderman F.D. Gee the Chairman of the County Fire Brigade Committee.

A picture at the time showed the 14 firemen at the station;

Dennis Bell,
Dennis Cotton,
Alec Gamblin,
Stan Hatton,
Ted Heathcote,
Ted Horth (Who drove the Council Street Cleaning Vehicle
as well as the Fire Engine),
Jim Lancashire,
Ted Lunt,
Fred Mitchell,
Tom Parkinson,
Arnold Proudlove (Sub Officer),
Bernard Stanway,
John Truman,
Eric Vickers,
William Wakefield,
Jack Whitby.

A picture at the opening of the station shows what looks like a Commer QX (Possible – Built in 1954 or Commer QX Mark IV) with the firemen in front of it.

According to Dennis Bell the Commer followed the crew from the 2nd Station to the new building and the Dodge was replaced by a brand-new Land Rover Series 2 Redwing (AMB587B) which held four men and had a pump and water onboard.

Also, known as a Carmichael Forward Control Conversion fast light tender it carried a 100 gallons of water, a 10 gallon Foam Tank and dry powder in its standard format.

In the 1960's the Sandbach Land Rover vehicle had been made into a Matchbox model with the Sandbach registration number (AMB587B) but with Kent Fire Brigade colours (Series Number 57 now worth between

£44 and £89.99 on E Bay). Either the vehicle had been originally with the Kent brigade before being purchased by Cheshire or it had been a number plate destined for Kent but registered in 1960 to the Sandbach Appliance. A new feature of the 1961 fire station complex was the inclusion of a telephone call box at the road entrance which could be used to call out the brigade using a direct line from the red phone inside a box on top of a metal pole. This link was directly connected to the fire brigade headquarters via the 999 system. It was later disbanded when a BT phone box was situated on the other side of the fire station / library entrance which could be used to dial 999, making what was by this time a rather tired looking and possibly vandalised box redundant.

In December 1962 Dennis Bell was promoted to "Leading Fireman", a quick rise in rank due mainly to the fact that when he joined the brigade the average age of the retained personnel was about 50 with many of them having been seconded during the Second World War to Manchester and Liverpool for help with the bomb damage. As you were forced to retire at 55 this meant that a lot were leaving due to reaching this age and were being replaced by younger people like himself.

Mr Bell had worked in about 5 different jobs since leaving the RAF and decided that if he wanted to do more with the Retained Brigade at Sandbach he should be available at all times rather than only at night or weekends and so decided to become a self-employed plumber, only taking jobs in Sandbach making him available 24 hours a day so he could attend "Shouts" when called.

The first major incident from the new station was the Boxing Day Rail Crash at Minshull Vernon in 1962 when 18 people were killed. On Wednesday, the 26th December 1962 the whole of the UK was watching on TV what Sandbach Fire Brigade was witnessing for themselves, a crash between two trains on the line at Coppenhall Junction. They collided at just after 6pm with a flash of light streaking across the sky that had been caused by the newly installed electric cables being hit by the last carriage of the Liverpool to Birmingham train after it had run into the diesel-hauled Glasgow to Euston train and headed skywards just a few yards from the Verdin Arms. The crash had been caused by a delayed Birmingham Train which had been halted by frozen points and at the same time the driver of the London Train went through a red light thinking it had been faulty due to the ice as his train had been stopped earlier in its journey, resulting with the trains colliding and killing 18 people with another 34 injured.

Winsford fire brigade were first on the scene and put search lights onto the train which had jack-knifed. Right at the top of the jack-knifed train, Dennis Bell remembers one dead body in particular, that of a Soldier hanging out of one of the carriages a sight he will never forget.

There must have been eight or nine appliances on the scene helping with the recovery of people and bodies from the wreckage. Dennis Bell recalled that he was singled out to help find the bodies of the dead at the scene of the accident and to try and identify them, a job he would also remember for the rest of his life.

Dennis Bell also remembers that usually after a call the firemen were chatting about what had happened but this time they returned to the station in complete silence, so horrific was the crash no one wanted to speak about it.

The new road systems were coming into operation all over the country in the 1960's with the M1 opening in 1960 and the M6 stretch between Bartomley, Sandbach, Holmes Chapel Thelwall near Warrington being officially opened on the 15th November 1963 by the Minister for Transport. The early drivers were given the opportunity to go at whatever speed they liked on these new roads as there were very few drivers actually taking to the Motorways in their first few years. However, it soon became obvious that some sort of speed restriction should be imposed as cars and lorries were starting to have an increased amount of accidents and the Sandbach Fire Brigade were now on the front line to deal with them.

On the 22 January 1964, 200 Vehicles collided in "Freezing Fog" on the M1 causing the worst disruption to the Motorway since it had opened in 1960 with 22 people being taken to hospital.

The new stretch between Junction 16 and 17 of the M6 didn't fare any better as on the same day (22 Jan 1964) the Sandbach appliance attended when two people were killed on the Staffordshire Border near Keele after a Multiple Collision of 50 cars. A lorry driver died (Plus 1 other) at the scene of the accident and 6 people were taken to hospital. The road remained closed for eight hours to clear the wreckage of 7 lorries.

On the 27 March 1964, the firemen from Sandbach helped in the rescue of a dog from a pit at Malkins Bank, Sandbach and were awarded a Commendation from the Royal Society for the Prevention of Cruelty to Animals (RSPCA) for the rescue.

Dogs were not the only animals rescued at this time as the nearby canal trapped a number of Pigs, Cows and Horses. Some other stations had a hoist which they could use to get the animals out of the water once a strap had been placed around it. On a number of occasions the Sandbach crew were asked to help place the strap on the animal in the water and a Fireman would strip off to his underclothes and dive into the water usually with a

crowd watching to make the rescue. On one occasion a crew member showed a little bit more than he should have done as he went into the water much to the pleasure of some young ladies watching nearby.

In the 1960's and 1970's the new fire station still had the old War-time Siren which called the volunteer brigade to the "Common". It had also been used during the Cold War as a Warning system if there was an imminent attack and the fire brigade were often called out when there was information about some danger of attack coming and someone had to go into the fire station to wait to see if they had to switch the siren on to warn the public and brigade members of a nuclear attack. If the siren lasted for a while, then it was a call to a fire or incident however if it was a series of short blasts then it was a nuclear attack warning.

However, in the mid 1960's the Brigade received a number of complaints with regard to the length of time the siren was sounded and so the time was reduced to a 30 second call rather than the longer length of time until the part time firemen had all turned up at the station.

In later times Firemen were given Bleepers (or Bleeps), Radio Pagers or Fireman's Personal Alerters that were made by PYE (Issued in Humberside in January 1971) and were activated by a radio signal issued from an aerial on top of the Fire Station which was activated by Brigade Control using telephone lines.

A new Control Room at Brigade Headquarters was opened in the late 1960's to deal with some 7450 calls a year including a 20% rise in property fires costing an estimated £120 million worth of damage.

In March 1965, Leading Fireman Bell was promoted again with the retirement of Arnold Proudlove to Sub Officer Dennis Bell.

In 1966 it was the tercentenary of the Great Fire of London and firemen from all over the country including Sandbach went down to London for an exercise at the Docks. Dennis Bell and a crew took a Green Goddess to the capital, stopping off at Cardington in Bedfordshire where Dennis had done his National Service in the RAF.

In January 1967, Sandbach, Congleton and Crewe fire engines were called out to Yew Tree House Farm following reports of a glow over Smallwood. When an appliance from Crewe arrived in the area they found a chicken shed alight and over 400 hens had been suffocated by smoke from the fire which had been caused by and Infer Red Ray Lamp overheating. Other appliances from Sandbach and Congleton were called to assist the Crewe appliance but were unable to save the birds owned by Mr J Hill.

In December 1967, a fire gutted the Foden Fibreglass Shop on the Friday when workers ran for their lives as flammable Fibreglass resin exploded into flames at the works. (Looking back 2017 21 Dec 2017 Sandbach Chronicle)

In March 1968, the Mill Warehouse belonging to G. H. Heath and Son Ltd in Sandbach at Brook Mill, was destroyed by fire with its stock of raw and processed yarns worth thousands of pounds going up in smoke. The fire started at about 1pm during a lunch break when employees were out of the building and an employee heard a large explosion followed by flames licking through the roof seconds later. Firemen from six Cheshire Brigades tackled the blaze and stopped it from spreading to the adjoining spinning and coning rooms. The fire was so intense that metal chimney pots on the roof melted and black smoke from burning Terylene darkened the town on the crowded Thursday Market day and could be seen as far away as 5 miles.

Appliances from Sandbach, Holmes Chapel, Congleton and Crewe fought the fire for over three hours before it was extinguished.

Another story about a mill fire is that at one time the Commons Mill building caught fire. With the fire station over the road you would have thought that their appliance would attend the incident and indeed the crew were called out to the "Shout" but the appliance developed a fault and wouldn't leave the Fire Station so while crew's from the whole of Cheshire attended the fire, Sandbach was unable to assist.

In 1968, the Sandbach Fire Station played host to a special dinner at the Wheat Sheaf in the town for three local brigades with guests including Chester Staff Officer Mr Heaney-Glenn, Crewe District Officer Barnton and Assistant Officers M Fenton and Turner along with Chief Sub Officer for Sandbach Dennis Bell who headed over twenty members and ex members of the brigade who attended the meal. Vice Chairman of Sandbach Urban District Council Charles Kelly was also a guest at the event. A year earlier in 1967 the Sandbach Brigade were called out halfway through the meal so in 1968 they were glad it was all quiet.

The brigade also held an annual Children's Christmas Party which in 1968 included seasonal goodies and gifts for the children of Fire-fighters in the recreation room and games in the huge engine bay. Leading Fireman

Taylor from Crewe showed cartoon films while Sandbach Sub Officer Dennis Bell held various games and “Mr E” provided a magic show alongside a Punch and Judy Show.

1968 SANDBACH FIRE DEPARTMENT

Sub Officer	Dennis Bell
Leading Fireman	Dennis Robinson and Ron Greenwood
Fireman	Mr D Beech, Alec Gamblin, Hamilton, Stan Hatton, R Johnson, Les Jones, Jim Lancashire, Latham, Ted Lunt, Wes Maddock, Len Mountford, D Newall, N Robinson, L Walker, Johnny Whitby.

On the 22 May 1971, the Murgatroyds Works / BP Chemical plant at Sandbach was damaged by an explosion after a pipe came adrift in the hydrogen compressing plant, allowing hydrogen to ignite as it mixed with te Oxygen in the atmosphere. The works compressed Hydrogen to go into road tankers for Air Products Ltd. Divisional Officer Lightbody who was in charge of Crewe Fire Brigade said “It was fortunate this occurred on Saturday morning while the premises were unoccupied, otherwise there could have been some casualties”. The only member of staff on duty was taken to Crewe’s Memorial Hospital where he was treated for shock. Jeff Maddock an employee at the time was sent a letter from Mrs F Champion the Clerk of the Moston Parish Council thanking him personally for his prompt and courageous action during the recent explosion at the BP Chemical plant. It was appreciated that otherwise a much more serious incident would have taken place which could have been quite disastrous.

Jeff Maddock a 46 year old operator at the Chemical plant survived one blast of a hydrogen compression chamber to pull an emergency lever cutting off the supply of hydrogen to the rest of the works saving the lives of 45 other members of staff from certain death as a second larger explosion could have taken place. Mr Maddock of Within Street Farm, Tetton near Sandbach was taken to the Crewe Memorial Hospital suffering from shock and sustained only a black mark on his wrist from the blast.

PC Peter Kennerley was riding back from Middlewich during a motor patrol when he heard a blast and his car rocked with the explosion that also caused the roof of the building to lift and the windows fly out of the hydrogen plant. “I just shouted into the radio for ambulances and the fire brigade and then ran towards the building to see if anyone was trapped. As I got there I saw Mr Maddock stagger out of the other end”. Eight fire engines from five brigades turned up at the scene which had shaken the town of Sandbach at breakfast time on the Saturday. The Firemen faced the danger of flames spreading to nearby hydrogen cylinders stored ready for despatch. They managed to prevent it spreading by using jet coolers and new rapid foam expanding appliances.

Mr Maddock remembered very little of the event but BP Works Manager Mr Alan Dewsbury pieced together the story. “We believe he was just outside the plant when he heard the blast and he turned back and pulled a safety leaver near the door”. “We are very grateful to him. Things could have been a lot worse if he had not acted so quickly”. Talking later Mr Jeff Maddock said “he had been on his way to make a cup of coffee in the Mess Room, but I don’t think I got there because my mates say it had been completely wrecked and I wouldn’t have lived if I had been there”. “I had just walked out of the door of the plant room when the blast it me. It was a terrific shock, but my first reaction was to jump for the emergency lever and shut down the plant”. About a fortnight before the incident there had been two fires within 48 hours of each other in the Chlorine part of the plant. One of the fires caused thousands of pounds of damage and was in a 50-ton mercury cell unit.

In March 1972, on the M1 North of Luton a crash involving 200 vehicles was recorded with nine people killed. This was due to the fog at that time and was the worst crash on any road in the country to that point.

By 1975, the Sandbach station had a Dennis F45 (WLG317J) with an on-loan Dennis F8 main engine (RMB996), a model built by Dennis about 1955, which was at the time the loan machine for Cheshire Fire

Brigade and had been based at the Audlem fire station. Today it is now one of the preserved engines in the Cheshire fleet with its Audlem name restored on its side, still with its wooden ladder. While based at Sandbach it was used as a second appliance and to check hydrants.

The station also still had the smaller Land Rover (AMB587B) vehicle which was used to transport extra firemen to the scene of accidents and fires as well as dealing with small incidents. This was left outside the station with the two main engines housed inside the bays.

The uniforms were also replaced in this decade with the old wool-based tunic now being made redundant by a safer modern material which was a lot lighter and so made it easier to run and tackle the incidents as well as giving added protection.



Dennis F8 RMB996 (Picture 1975)



Dennis F8 (RMB996)and Dennis F45 (WLG317J)



Land Rover AMB587B (Now in Private Ownership and a green vehicle)

The 1970's were also a time of change as many of the larger forces were split into smaller areas including Cheshire which lost some of its northern towns to Merseyside and Greater Manchester with 23 stations being retained as the newly named "Cheshire Fire Brigade" (losing the Cheshire *County* Fire Brigade name). One incident the Sandbach crew had to deal with was a car crash on the M6 at Sproston when an articulated lorry crashed into a car, killing a mother and daughter from Surrey. Mrs Daphne Kingsbury and her daughter Fay Kingsbury aged 17 were killed with 20-year-old Miss Susan Kingsbury being injured by the crash and taken to the Manchester Royal Infirmary with her father Mr Richard Kingsbury escaping with minor injuries. An inquest into the incident was opened at Arclid Hospital the following Wednesday by Deputy Coroner Mr David Daniel and adjourned until Thursday the 17th September 1970 at 11am.

Another incident in Sandbach during this time was spotted by Leading Fireman Dennis Robinson who was walking across Sandbach Common near the fire station and spotted a Chemical Tanker on the car park leaking poisonous liquid from its side. Dennis then halted a passing police patrol car and they immediately put out the call to alert the fire brigade who turned up to deal with this corrosive problem which threatened the tyres of other vehicles on the square. A search was then started to find the driver of the vehicle in the various Transport Caf s and public houses. When he was located, the police escorted him back the vehicle and he was instructed to drive back to the Sandbach Chemical Works where he had first loaded the chemicals and was followed by a fire crew to make sure no more damage was done by the corrosive material inside the tanker.

On the 29 May 1973, the Sandbach, Crewe and Holmes Chapel Fire Brigade were involved in an incident on the M6 when they were confronted by a blazing inferno amid exploding bottles of cider. Five and a half tons of bottles cider inside cardboard boxes were on route from Manchester to Crewe when a lighted cigarette from a passing car is thought to have lodged in the packing cases and soon the lorry was on fire. The driver and mate from Bulmers Ltd (Cider Makers) drove onto the hard shoulder and notified the fire brigade. With bottles exploding all around them the fire brigade tackled with fire while police cordoned off the south bound lane for about two hours.

In 1976, Cheshire Fire Brigade had to lose a number of personnel as it was forced to make  38,000 worth of saving to its budget. This led to a major strike in 1978 lasting 9 weeks by the brigades nationally, with stations only dealing with emergency calls and major fires like the "Rock Oil" fire in Warrington.

1976 also had the Sandbach brigade out for the longest time as at about 10am a call went out to attend a grass fire in Sandbach. When that was extinguished the crew were then directed to a stand by position at Winsford Fire Station, but as they turned up they were then redirected to another grass fire. After again dampening down the grass fire the crew returned to Winford to resume stand by duties but were again redirected, this time to Northwich Fire Station where they were again sent out to tackle another blaze. Another return to Northwich and yet another redirection this time to Ellesmere Port to deal with two incidents. One of these incidents was to act as a relay pump to get water out of the River Mersey which was then directed to one of the main pumps dealing with a fire. At the end of this shout it was about 2am the following day and the Crew were sent back to Sandbach to rest after a total of 16 hours dealing with fires. Len Mountford described the day's events as being like the London Blitz with fires breaking out all over the area.

In May 1977 the Odex Factory of Crewe Chemicals' Works at Rookery Bridge were wrecked by an explosion that caused  500,000 worth of damage. One person was taken to Leighton Hospital with minor injuries. The blast also started a blaze with fire crews from Cheshire and Staffordshire attending the incident which also spread to the factory of Newfield Fabrications opposite.

During 1977 the station had 17 Men with two Leading Firemen including Mr Dennis Bell (44) who was the Sub Officer and had by this time 20 years of Service with the County Fire Department.

The Chain of Command at the time in South Cheshire was thus –

Brigade Headquarters at Chester.

Commander	Mr Bert Brennon
Deputy Commander	Mr George Barton
Assistant Deputy Commander	Mr Noel Lightfoot

Divisional Headquarters at Crewe

Divisional Commander	Mr William Foster
Assistant Divisional Commander	Mr William Pearce
Divisional Officer (Operations)	Mr David Jones

Sandbach Fire Station.

Sub Officer	Mr Dennis Bell
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The 1978 strike by the Fire Brigade Union was not a pleasant experience for the Sandbach Station. Dennis Bell and the other Union members decided that there were sufficient grounds for them not to work during the strike period leaving cover for area in the hands of the army with their Green Goddesses. Although Dennis and the retained firemen didn't want to picket, they decided that they would lock the station and not return to the building until the strike was over. This was not the unpleasant experience I mentioned above as this action was peaceful and the Sandbach Fire-fighters thought that this action was all that was needed to express their opinion in the industrial dispute. However, some of the militant part of the Union decided to come to Sandbach and picket outside the station against the wishes of the Sandbach Brigade. At the time all firemen had a standard set of keys which enabled them to open all the stations in the Country and these particular Union Members decided

that it was not good enough for Sandbach to just shut the station doors in protest and so they decided that they had to make sure it was not able to be used by anyone else and went inside the building to destroy equipment that allowed the station to be used after the strike and would have been needed to return to work. Dennis still feels angry at what this minority did to his station by vandalising what in essence belonged to the people and Fire-fighters of Sandbach.

On Saturday, the 23 February 1980 (or Friday 22 February 1980) a Hydrogen Tanker was on fire next to a bridge on the M6 near Bartomley. Sandbach and crews from both Cheshire and Staffordshire attended the incident with over 60 fire fighters. As Sandbach's crew drove down the slip road they met a police car coming in the opposite direction. The officer inside the car informed the Sandbach Fire-fighters that the tanker was on fire and the driver was trapped inside his cab. He went on to say that if the tanker exploded it would probably take out the Motorway bridge and was something he was not staying around to witness before he sped off in the opposite direction to the incident. The Leading Fireman in charge of the incident took the Sandbach men to investigate the crash scene and yes there was a fire coming out of the expansion tube at the back of the tank which in the opinion of the firemen posed no problem and that they would let it burn itself out. Getting the driver out of his cab was another problem as he was well and truly trapped. His first words to Dennis Bell were "Don't let your men smoke as the tanker is highly flammable", not realising there were flames coming out of the back of his trailer. It was decided to enlist the services of a giant crane which could lift the truck onto its four wheels after the fire was out, allowing better access for the rescue team to free the driver. However, the Heavy crane which was based at Longton, Stoke on Trent took three hours before it arrived at the scene and longer before the driver could be freed. Luckily the driver of the Hydrogen tanker, Mr Thomas Sharpe (aged 53 from Urmston, Manchester) only sustained a few bruises, cuts and an ankle injury. In the end the incident involving 284 hydrogen cylinders in the tanker had crews from Sandbach, Crewe, Burslem, Hanley, Kidsgrove, Newcastle under Lyme and a flying squad medical team who administered pain killing injections to the driver during his ordeal before taking him to the North Staffordshire Royal Infirmary for treatment. The police shut off roads along a 15 mile stretch of the M6 between Handchurch and Sandbach and notified residents of the danger within a mile of the incident.

By 1986, the PYE alerters in many Brigades were withdrawn and replaced by a model made by Multitone and in 1996 these were again replaced with a version by NEC Pagers.

1986, also saw the brigade tackle an incident at St Mary's Church in the town centre when the South Aisle Roof of the building caught fire causing £17,000 worth of damage. It was caused by workmen making repairs to the roof and unfortunately, they set the building alight.

Dennis Bell and Ron Greenwood were probably the saviours of the Church as they made a foolhardy decision that professionally was wrong, but had they not done so would have meant the loss of the St Mary's Church to the people of Sandbach. The Fire Service always says do not use other people's ladders, use your own as you never know how stable other ladders can be. However, on this occasion Dennis and Ron decided to use the wooden ladder the workmen had left up to gain access to the roof and with a hose from the appliance they put out the fire. Had they waited for a ladder from the appliance to be erected and made secure then the building may have burnt to the ground. They both got into trouble for their efforts, but the people of Sandbach I am sure think they made the right decision to save the building.

In 1986, four South Cheshire Firemen received Long Service awards and good conduct medals from the Lord Lieutenant of Cheshire, Lord Leverhulme. Sub Officer William Evans of Nantwich (Joined 1966 at Bebington and then Heswall and Ellesmere Port), Divisional Officer Brian French (48) from Crewe (Joined in 1965 at Ellesmere Port then Winsford and back to Ellesmere Port, Chester, Frodsham and Widnes), ex-Retained Fireman Eric Langley of Audlem (1965 to 1985 at Audlem) and Retained Fireman Leonard Mountford of Sandbach were given a 20-year service award. Len (51) had joined the Sandbach Brigade in July 1966 from Staffordshire where he started at the Burslem Fire Station.

On the 16 June 1987, there was a fire at the 160-year-old Bradwall Manor, the home of Sir John and Lady Barlow who had died in 1986 after 60 years in the building. The building was in the process of being renovated for Mr George Barlow and his wife Anne at the time with workers finishing their day at 5.30pm. The fire was spotted by neighbour Wilfred Gleave who alerted his daughter 21-year-old bank employee Miss Jenny Gleave of Oakley Farm who raised the alarm, alerting the fire services at about 11pm. Eight Fire Appliances from Sandbach, Middlewich, Crewe and Congleton attended the incident with the last appliance arriving at about 1am. The fire is said to have started in the basement of the building and quickly spread along the floor which collapsed into the basement during the night.

Mrs Anne Barlow the daughter in law of Sir John and Lady Barlow, was called from her home in Hanbury where they were staying during the building work only to discover the building surrounded by dense black smoke when she arrived. Water to fight the fire was not readily available and a water relay scheme was implemented to bring water from a nearby pond. Divisional Fire Officer Ian MacDonald said he was satisfied with the way his officers had tackled the outbreak saving much of the building and finally putting out the flames some two hours later at 3am. Some officers had used breathing apparatus to tackle the blaze from the inside, saving some of the main rooms.

On the 11 July 1987, Ron Greenwood took over as Sub Officer at Sandbach with Dennis Bell officially leaving the job the previous night, the 10 July which was the day of his 55th Birthday an age that was at this time a compulsory retirement age within the Cheshire Fire Brigade.

Dennis Bell (55) had begun his career with the fire service in October 1956 as a retained fireman at Sandbach and by December 1962 he was promoted to leading fireman. In March 1965, he again stepped up the ladder to Sub Officer which meant that he was now Commander of the Sandbach Station, taking over from the late Arnold Proudlove. On his retirement after 30 years the Sandbach station threw a special evening at The Saxon Cross Motel (Holmes Chapel Road) and presented him with an engraved tankard, while Cheshire County Council gave him a silver salver and a free pass to Tatton Park. In the 30 years of service Dennis had attended over 15,000 call-outs.

The evening also included a presentation to Fireman Les Jones who also retired after only 20 years at Sandbach. On the 8 January 1989, a Boeing 737 crashed into the embankment of the M1 motorway near the East Midlands Airport killing 47 Passengers and crew on board. Luckily no one on the motorway was caught up in the crash which technically was the worst death toll in one accident on a British Motorway until this point.

On the 9-10 March 1989, headlines appeared on the front page of the newspapers after a Motorway Crash on the M6 that had caused major disruptions. Four People (2 Men a Woman and a young Girl) were killed and 10 others were injured in a 33 car and lorry crash between Junction 16 and 17 on the M6. It was thought that a tanker spilled a load of chemicals which sent cars and lorries skidding out of control. This was the first crash of the day at 6.28am between Sandbach and Barthomley and was attended by 14 Crews from throughout Cheshire. Dozens of Ambulances were also on the scene of the crash which has tailbacks of 15 miles.

A second accident happened a few miles south of the first accident when an HGV spilled several barrels of deadly sulphuric acid causing four HGV and several cars to be involved in this second crash between Keele and Barthomley causing more delays and as the acid burnt the surface of the M6 it had to be replaced causing even more delays as well as the Staffordshire Fire brigade having to use breathing apparatus and lots of water to dilute the acid.

On the 1 December 1989 and another crash on the M6 when two people died and 11 were injured in a multiple crash on the motorway near the Staffordshire / Cheshire border at Junction 16 in freezing fog at 11.15am on the northbound carriageway.

Technology was becoming common place in fire engines in the 1980's including in 1989 the introduction of a Thermal Imaging Camera to find people trapped in smoke filled rooms.

Another new device that was starting to appear on Fire appliances was a "Combi Tool" which was used to help free injured people who were trapped in a car crash. With this high-tech cutting equipment, the Firemen were able to cut the time of releasing a person from a car from up to 45 minutes with the old equipment (Black Hawk Zip Gun and Power Saw) to 10 minutes with the new tool. However, at a cost of £4,500 the County couldn't afford one for each station and so Sandbach was one of those stations who decided to raise funds for the equipment by a public appeal. On Tuesday, the 12 September 1989 the fund received a boost of money when Nigel Wood, the Chief Executive of Hays Chemicals presented a cheque for £1,000 to the Sandbach Station Commander.

One of the stations equipped with the "Combi Tool" included Holmes Chapel who came to Sandbach to display how the equipment worked for interested bodies in the area as Sandbach launched its appeal with a car donated by Sandbach Car and Commercial, of Moston Road having its roof taken off by their Four fire officers who gave the demonstration.

The Chain of Command in 1989 (From a Feature in the Sandbach Chronicle) –

Chief Fire Officer of Cheshire	Mr Dennis Davis
Divisional Fire Officer	Mr David Greatorex
Sub-officer	Mr Ron Greenwood

In the 1990's a new phone system called "Voicebank", was installed at headquarters for the media to contact the brigade for the latest information about incidents. This has since been replaced by an internet page where

everyone can access the information on the latest and historic fires in Cheshire. <http://www.cheshirefire.gov.uk/news-events/incidents>

The 1990's also saw the introduction of the Gallet or Eurohelmet which offered an increased protection compared to the Cork helmet of the 1940's.

In Audlem during October 1990 the first female Fire-fighter with Cheshire County Council joined the Brigade as a trainee. Gill Dimelow had seen her children grow up and decided to look for a new challenge when an advert in the local paper caught her eye for new Fire-fighters at her local station. She applied and was appointed to the retained brigade. In 1994 she was part of the response units to the Octel Fire and had to wear a chemical suit before retrieving cows from a swimming pool nearby. Although Gill is the first Female Fire-fighter in the Cheshire Brigade, she was certainly not the first in Cheshire as we discovered in 1939 when Mrs Harrison and Mrs Robinson drove the Sandbach Urban District Fire Engine. However, she did follow in their footsteps by becoming a qualified "Blue Light" driver of the Audlem Appliance and trained drivers on LGV Vehicles and Fire Appliances. Gill also attained the rank of Watch Manager and in 2011 she was awarded her Long Service Good Conduct Award from the Lord Lieutenant of Cheshire becoming the first female Fire-fighter to do so. In July 2011 Gill Dimelow decided to retire from the Audlem Station and was presented with a retirement certificate at the station by Cheshire East's Unitary Performance Manager Alex Waller.

On the 13 March 1991, this time on the M4 at Junction 14, a crash involving 51 vehicles and included 10 fatalities with 25 reported injuries. It had been caused by a van driver skidding into the central barrier. This took the highest death toll on the Motorways to 10, one more than the 1972 M1 Crash.

It was also at this time that Sandbach had a major incident at the old Foden factory on Station Road, Elworth. The building had been the home of a Go-Carting Track and other businesses when on the evening of the 23 September 1995, the building caught fire destroying the old factory area in what was described as the biggest fire in the town with appliances from all over the area in attendance trying to put it out the fire without success as far as the building was concerned as it had to be demolished.

St Stevens Church also had to be evacuated and various local residents helped house those in need while the fire was tackled by appliances from Sandbach, Crewe and the surrounding area.

Fire-fighters were still dampening down the area on the 24 September 1995.

ATTENDING FIRE APPLIANCES Included;-

SANDBACH = Dennis / Carmichael SS133 (D688PMB)

SANDBACH = Land Rover L4T (DMB902X)

MACCLESFIELD = Dennis F124 (1980) Hydraulic Platform

CHESTER = E717SON - SCANIA ALP

HANLEY in Staffordshire = Dennis F127 CAMIVA Turntable Ladder

In October 1996, an incident involving Sandbach and area firemen hit the national headlines after a helicopter crash near Middlewich, when Chelsea Manager Matthew Harding (.b. 26 Dec 1953 .D. 22 Oct 1996 aged 42) died on his way home from a football match in Bolton on the 22 October. The pilot Stephen Holdich (aged 49) who was flying the aircraft, a Twin Squirrel helicopter was not supposed to have flown during the late night but defied this to take Mr Harding and three others home to Chelsea. When they reached the Middlewich area things went tragically wrong and 5 people died in the crash. Firemen from Sandbach discovered the body of Matthew Harding some distance from the wreckage as he seemed to have been thrown from the aircraft either on impact or before it landed.

In 1997, Leading Fire-fighter Martin Stone (.D. May 2013) retired after 17 years with the Sandbach Fire Brigade having originally been a fireman in Birmingham. On looking back at his career in Sandbach he recalled that Sandbach Fire Fighters were joined by crews from all over Cheshire to control the fire at the Old Fodens Works but the buildings were so far gone they had to be demolished soon after the fire had been put out. He left to concentrate on his paving stone business in Elworth.

On the 13 February 1997, the appliance attended an incident where a horse had jumped into the Trent and Mersey Canal at Mill Lane, Moston. The fire-fighters treatment of the incident lead to their second award of a Commendation from the Royal Society for the Prevention of Cruelty to Animals (RSPCA).

In 1997, the station came third in the District National Fire-fighters quiz.

In March 1997, the Headquarters at Walmoor House closed down (Built in Chester in the 1890's by Architect John Douglas, it was locally known as Douglas Castle or Douglas Folly where he lived from 1901 until 1911 when he died. In 1918 the Douglas family left the house and it became a Girls School called "Walmoor

College”) and in October 1997 the Duke of York officially opened the new Headquarters at Winsford which in June 2010 had an extra extension added to the Cheshire Fire and Rescue Service HQ.

March the 10th 1997 was the date of another horrific crash on Britain’s Motorways when a total of 160 vehicles collided on the M42 near Bromsgrove killing 3 people and injuring 62. A lorry entering the motorway from the slip-road at a speed of 56mph before slowing down to 32mph and rammed into the back of a tanker which then struck a car and exploded causing 130 vehicles to collide in foggy conditions. On the opposite side of the road another 30 vehicles collided, 20 minutes after the initial incident. In total 5 Air Ambulances and 25 road ambulances took the injured to hospitals all over the Midlands area.



Dennis (D688PMB).

In January 1998, three Sandbach Fire-fighters took part in a local First Aid Competition against Widnes and won, taking them through to the North West Regional Finals. Leading Fireman John Brownrigg, Phil Lawson and Matthew Barlow took part in the competition which involved assessing a casualty in a simulated room within five minutes as part of a two-man team with a three-person individual round being won by the Sandbach men making them overall winners.

In 2001 there was a foot and mouth outbreak in the UK with a lot of farms being affected in this area. The Sandbach Fire Brigade were sent out most days to deal with some event concerning the outbreak including visiting farms to wash down tractors that had been used to transport infected carcasses that had been slaughtered for burial.

In 2002, a Fire Cadet Unit was formed for teenagers at the station with financial support of a £4,500 donation from the Sandbach Town Council which was presented on the 7th August by Councillor Dot Flint (Later in charge of the Sandbach Partnership until 2021), Mayor Elsie Alcock who continue to actively support the Cadet Unit to this day and are both Honorary Fire Cadets with Joy Cansfield. The project was co-ordinated by Sub Officer John Brownrigg and Fire-fighter Chris Wardle with Sally Beresford who became the unit’s first leaders. On the 19th August 2002, the Brigade held an Open Day where parents and boys were invited to the Sandbach Fire Station at 7pm if they were interested in joining the group. After a tour of the station the first 15 people interested were invited to join the scheme with their first project being to decorate a Portakabin which will be positioned behind the Fire Station.

The Cadets officially started in October 2002, and on the 17 June 2003, they held their first Presentation Evening when Ben Bradbury who had joined the team as Cadet Instructor earlier in 2003 gave a speech along with other Cadet leaders. Ben was well placed to help with the cadets having joined a similar scheme in Macclesfield before becoming a retained fireman at Sandbach. In all six girls and nine boys were awarded certificates, having completed a ten-week introduction course which actually took 31 weeks to complete due to a National Fire Brigade Strike. Congleton Mayor Doug Parker (Congleton Borough) officially opened the passing out event with Cheshire Chief Fire Officer, Steve McGuirk in attendance.

The Cadet Scheme provides young people aged 12 to 18 with an insight into working within a public service, encouraging them to develop personally and socially while promoting self-discipline, team work and citizenship. The first Cadet Unit in Cheshire was opened at Poynton in 1992 and is a typical unit consisting of around twelve Cadets with three or more voluntary Cadet staff. The scheme had been preceded by a Junior Fire Fighters Scheme in the 1980’s to encourage those leaving school to join the Brigade and a Cheshire Council Youth Training Scheme from 1987, which became known as the Apprentice Fire-fighters Scheme which unfortunately proved difficult to recruit applicants for.

The Present Cadet scheme is very successful, with most Stations in Cheshire and across the Country having their own units, which promote physical, mental and emotional wellbeing through taking part in structured

activities during one night each week at the Fire Station with additional events taking place at weekends and during School Holidays.

The Cadets make a positive contribution to the community through activities such as promoting Fire and Road Safety initiatives as well as supporting local community events. They have also fostered links with communities in Northern Ireland and Germany and have participated in projects to build much needed schools in remote regions of Ghana and Nepal; the cost of these being met by the Cadet's own fund-raising. By the end of 2009 the Cadets had raised £580 and continue to add to this total for worthy projects. Fundraising included a number of Car washes in March 2003 (Comic Relief), December 2003 (For Children in Need), and March 2010 (Fire-fighters Charity raising £275).

Sandbach Fire Cadets meet every Tuesday evening from 7pm to 9pm with the unit currently being run at this time by Fire Volunteers Craig, Anita and Charlotte Howell who together with Fire-fighter Nick Regan have seen over one hundred young people passing through the unit since it opened. Seven Cadets have since become Fire-fighters in Sandbach or at other stations around the County of Cheshire with a further dozen having roles within the Police, Ambulance and Health Services.

In 1997 Craig Howell had purchased a Land Rover Fire Tender that had been stationed at Hartleypool which he decided to bring to the Sandbach Transport Festival and parked it on the Common. Chris Fox was in charge of the station at the time and was asked by Craig if he would like him to bring the Land Rover over to the Fire Station display and Chris thought it was a good idea. From that time Craig has brought it to the festival as part of the official display.

In 2006, Chris Wardle was awarded the Fire Cadet Leader of the Year Award for his work in Sandbach. In April 2006 Charlotte Howell, Craig and Anita's daughter joined the Sandbach Cadets with Craig dropping her off each week and staying outside on a Tuesday night until the evening was over. However, organiser Chris Wardle enquired if Craig would like to help out as he and Sally Beresford were thinking of leaving the cadets. So, in September 2006, Craig Howell and Anita started helping out and by the end of 2008 they were organising the Sandbach Cadets.

Sandbach Cadets participate in many local events including the Sandbach Today event, Transport Festival, Family Fun Days, the Christmas "Tree of Lights" service at the Cemetery, the annual Poppy Appeal, Help for Heroes and the 'Sandbach Light Switch On' with their mascot a giant "Tigger" (Winnie the Pooh Character) often in attendance.

In 2004, Female retained Fire-fighter, Emma Hudson was awarded for her sporting endeavours during 2003 at the Cheshire Fire Service's Second Annual Award ceremony. She had competed in the World Fire Fighter Games in Barcelona winning a Gold Medal for the 1,500m event and a bronze for the 5,000m. Emma had also come first in the Cross-Country Championships (2003), 3000m Ladies Track and Field Championships 2003 (Award) and 800m Ladies Track and Field Championships (Award).

2007 Aztec Chemicals in Crewe

On the 28 May 2008, a Fire took place in the local area at the Bear's Paw in Warrington during renovations and was attended by two Fire Engines from Crewe an incident that closed the building which had virtually been gutted. It was reopened on the 20 May 2009 after extensive rebuilding. (Some websites put this event on the 27 May 2008)

On the 18th August 2009, the station had a special guest, Ryan Moore (11 from Wistaston near Crewe) who suffers from Cerebral Palsy and was the guest of "Caldwell Children" who during the Transport Festival that year treated Ryan to a behind the scenes view of the event with Joe Egan the Heavyweight Champion who was guest of honour that year. Ryan was presented with a special photograph album with pictures taken on the day by the charity and Chairman of the Town Council, Elsie Alcock.

On the 1st February 2010, at 11pm a fire ripped through St Peters Church Hall in School Lane, Elworth taking eight hours to put out. Crews from Sandbach, Crewe (2), Nantwich, Middlewich and the Aerial Appliance from Macclesfield used a total of six main jets and a jet from above to stop the building from collapsing. The first two crews that attended were from Sandbach and Crewe. On arrival they soon realised that they could not deal with the incident alone and so they requested a second unit from Crewe to attend along with one from Middlewich and a request was also put in for the aerial appliance from Macclesfield, which was also deployed. The

Command Unit from Northwich and the Environmental Protection Unit from Ellesmere Port were also mobilised to deal with the incident. Unfortunately, the fire damaged the building too much to save it and it was demolished to make way for a new hall.

On the 25th June 2010, Christopher Wardle was given a long service good conduct medal for 20 years exemplary service.

One of the largest fires in the area happened on the 19 June 2011, when 20 Pumps and around 100 men attended a fire at Peckforton Castle near Tarporley. The call came in at about 4.48am with the fire taking hold in the premises off Stone House Lane. First on the scene were appliances from Tarporley and Malpas. Also sent to the scene were fire crews from Nantwich, Chester, Ellesmere Port, Crewe, a Hydraulic Platform, High Volume Pump and the Major Incident Command Unit. Soon more appliances were called including Sandbach, Runcorn and others from Cheshire and the neighbouring services including appliances from Merseyside, Shropshire and North Wales. All three wings of the hotel were affected and by 7.30pm that day the number of appliances were cut down to three and a Hydraulic Platform was used to dampen down the building. The incident turned out to be a crime scene with one man being arrested for causing the fire.

2011 was the 50th Anniversary of the station building at Sandbach and the service celebrated with an event on the Cobbles which also raised funds for Luke Tindell (Fire Cadets) to go to Ghana and Station Manager John Brownrigg who was climbing Mount Kilimanjaro in 2012 to raise funds for the Fire Fighters Charity and Northwest Air Ambulance. Following the event day, fire-fighters from 1961 were invited to a celebration at the Military Arms public house on Congleton Road for a celebration and special Dennis Fire Engine Cake.



By 2011, the station was issued with a Rapid Response Unit (Range Rover DK560TN in 2007) and a main engine a Mercedes Atego (Y495PTU Purchased in 2000 for Winsford, which had also been stationed at Runcorn) with a compliment of 14 fire-fighters and two Watch Managers on call. The Rapid Response Unit was on display at the anniversary event along with the last appearance of the Rescue Land Rover before it was taken out of service to be restored. A Dennis Sabre and a vintage Green Goddess were also on display alongside a Jaguar E Type, the model having been launched in 1961, the same year the station was opened

On the 20 June 2012, a fire broke out above a computer shop on Scotch Common with a number of appliances turning out to fight the fire including Sandbach's Mercedes Atego (Y495PTU), Crewe's Scania P320 (PO11FZR), Macclesfield Hydraulic Platform (V667KMA) and the Macclesfield Scania (PN10HRO).

On the 21 July 2012, the Fire Cadets filmed a Road Safety Video around the Library, Ambulance and Fire Station area.

In October 2012, a fire started at the Rubbish Recycling Plant at Widnes and burned for four weeks becoming the longest lasting fire in Cheshire with appliances from all over the county taking turns to try and extinguish the flames.

In 2012, Station Manager John Brownrigg climbed Mount Kilimanjaro to raise funds for the Fire Fighters Charity and Northwest Air Ambulance in a six day trek up Africa's highest mountain.

In April 2013, John Brownrigg received his Long Service and Good Conduct Award for 20 years in Sandbach at a ceremony at Eaton Hall in Chester with the Lord Lieutenant of Cheshire, David Briggs. Over his years he recounted that he had attended about 5,500 incidents with the previous week of his award (11 April Sandbach Chronicle) seeing him attend a fire at the White Lion in Bartomley (Monday) where they tackled the blaze in the thatched roof for six hours and a couple of hours later on the Tuesday they were called out to the Busch GVT

Factory fire in Congleton. He then went off to his day job as Fire Crew Manager at Manchester Airport. 22 years previously he had just arrived as an Undertaker and funeral director in Sandbach when he saw an advert for Retained Firemen and applied not thinking it would take over his life.

Sandbach Fire-fighters over the years included Sub Officer 3231 Christopher Fox (.b. 1949 .D. Feb 2014) who after his death had a Memorial Bell dedicated to him in the station along with a picture of his team at Sandbach. His funeral at Elworth on the 19 February 2014 included the Dennis F8 Appliance from the Heritage Society in the Cortège. The current Mercedes Fire Engine from Sandbach, The Rapid Response Range Rover and the old V8 Land Rover now owned by Craig Howell (Cadet co-ordinator) were parked opposite the Church entrance as a tribute to the retired station Sub Officer.

By 2015, retained Fire personnel had the use of the Gartan Availability system which shows when a fire-fighter is available for duty and links with the Control Centre so they know who can man an appliance in an emergency. By this time Retained Fire Personnel must live within a five-minute radius of the station and be within that area for active duty. The Gartan Availability system can be used by a Fire-fighter at any time to book in via a PC, Smartphone or Text to an automatic booking system rather than the old system of phoning the Control Centre to tell them when you were available.

On the 17 July 2015, at 9.11am fire crews were called to a village between Congleton and Macclesfield for what became known in the media as the **Bosley Mill Fire**. The incident was in a wood clip mill when a series of explosions took place creating a fire and the building to collapse. 4 people were taken to hospital and by 12midnight another 4 people were still missing. Soon after the building had been declared safe 3 bodies were recovered from the rubble with a 4th still missing by Christmas of 2015. Since then there has been no report of the final body being discovered as it could have been near the initial explosion making it impossible to discover. 23 Fire Engines were called to the incident starting with appliances from Congleton, with the retained firemen from Sandbach being called in second. In all there were 12 Cheshire appliances, 9 from Greater Manchester, 1 Derbyshire unit plus a Water Tanker Engine, 1 Staffordshire, 2 Arial Appliances, 1 Command and Control Unit, 1 High Volume Pump and 1 Environmental Protection Unit.

(Ellesmere Port's Scania P320 Foam Unit PE63OUO attended on the 17th July and their Mercedes Atego DA02OZX, Scania PO12HVB and MAN PM184 -WX54VTY Environmental Protection Unit attended on the 18 July 2015) I was working in Congleton Post office at the time of the call and having just arrived at work we all knew in the town something big was happening as Fire appliance after Fire appliance drove through the town with helicopters flying over head towards Bosley. For weeks afterwards Sandbach and other appliances attended the scene to search for the missing bodies as well as securing the site for an investigation into the cause of the explosions.

2016, didn't see a major incident like Bosley for Sandbach to attend but lots of events that caught the interest of the public. The first of these was the noise of an explosion in Elworth on the 27 January 2016, which was caused by a broken electric cable above the railway lines near Sandbach Station bringing appliances from Sandbach, Alsager (In training), Middlewich, Winsford and the Major Incident Unit (also from Winsford) to the town at 7.50am. It turned out to be a non-event with crews standing by if needed when the railway repair team cut the power to make repairs.

The year continued with more incidents and yet another animal rescue on the 2 February 2016 when a horse fell in to the canal at Betchton Road, Sandbach. The call came at 8.16am and a crew from Sandbach and the Rope Rescue Unit from Knutsford attended the incident and managed to lift the horse out of the water with the use of a mechanical lifting machine from a nearby farm.

FODEN BAND ROOM FIRE



On the 17 April 2016, on what turned out to be a sunny day in the middle of Sandbach with Foden's Band playing for the crowds of people for the Sandbach Transport Festival. Little did they know that what would happen next would change their band for the future as just after 5.45pm an automatic fire alarm was set off and alerted the fire brigade to smoke and flames in the band's rehearsal room at the Flowcrete building on Middlewich Road.

As usual during that weekend the Fire Station put on a display of old engines as well as their own equipment with the appliance itself having to leave the station twice as it was sent out during the event to attend calls. On the Saturday, they attended a false alarm (Alarm going off) and on the Sunday at 3.29pm they were called out to an incident at Boundary Lane in Congleton to help their crew tackle a petrol leak from some cans.

On the Sunday after the Foden Band concert outside the Town Hall they marched proudly down the main street to the Old Hall and from 1.30pm to about 2.24pm played in their current red uniforms for what turned out to be the last time. With Foden Steam engines and models pouring out smoke over the crowds and the band, little did they think that later that day they would fall victim to the cruellest of fates in their 116-year history, a fire in their band-room at "Flowcrete" in Moston on the Middlewich Road.

The band took their instruments and music back to the band-room at about 3pm in the afternoon when nothing out of the ordinary was detected at the time but at just after 5.45pm an automatic fire alarm was set off and alerted the fire brigade to smoke and flames in the building. A fire crew from Sandbach was despatched to attend the incident and soon realised that more pumps were needed as flames were seen coming out of the building to a height of about 30 feet in what turned out to be the band-room / rehearsal room of Foden's Band. At about 6.15pm crews from the surrounding area arrived at the scene and started work to extinguish the flames. In all eight pumps attended the incident as well as a hydraulic platform. Two pumps were used to bring water from the nearby canal to the scene with three or four being deployed around the back of the site with the others being used to tackle the fire from the main entrance to the Flowcrete site. At first the hydraulic platform was deployed at the back of the building to tackle the fire from above but by 9pm was moved to the front to mop up small outbreaks in the adjoining roof space above what was the music library on the first floor.

Crews did a brilliant job of setting up fire breaks to stop the fire from spreading into the reception area of Flowcrete and the rehearsal room below but the upper floor which stored the main bulk of the band's music was so badly damaged that it collapsed into the space below destroying some of the instruments and a number of trophies the band had been awarded over the years. So fierce was the fire in the music library that a recently acquired set of cutlery owned by Harry Mortimer was never found in the askes of the building.

By 8.15pm the fire was under control and the number of engines was reduced to six. By 9.50pm the number of crews were again reduced as it was a dampening down exercise and salvage operation with fire personnel retrieving as much as they could from the Rehearsal room which in real terms was not a lot. Saved from the fire was a bust of William Foden, a couple of trophies and surprisingly a poster dating back to 1900 with the words Relief of Mafeking on it. Many of the other objects from the band-room were far too damaged to be salvaged but some of the music library was saved along with some percussion instruments. Surprisingly a metal box of original manuscripts dating back as far as 1914 survived with most of the music burnt on the edges but otherwise in quite good condition. This was Sandbach Fire Brigade at its best, doing what it can to save property and stop a small fire destroying the livelihood of many of the workers at Flowcrete while retrieving artefacts as soon as possible to keep the history of the town alive, as much as it can.

SADNESS IN SANDBACH

Before 2.52am on Saturday the 30 October 2016, a fire broke out at a property in Platt Avenue which claimed the life of 8-year-old Lucas Carter and left his 35-year-old mother, Kelly-Ann in hospital. Four fire engines from Sandbach, Crewe and Middlewich attended the incident in an end house towards the Elworth Street end of the road. Lucas a pupil at Offley Road School was rescued from the upstairs by one of six firemen wearing

breathing apparatus and was taken to Leighton Hospital along with his mother but he was pronounced dead at about 5am. His mother Kelly-Ann was found injured outside the building and was said to be in a stable condition when she reached Leighton Hospital and had been assessed at the time. A sad turn of events happened a few days later when grief-stricken Kelly-Ann took her own life after being unable to live with the death of her child.

This had been the second death in that street in the last four years after a 46-year-old woman had died on the 25th May 2013, when a fire broke out, again on a weekend evening in an upstairs bedroom of her house. The Sandbach Fire appliance was on this occasion unable to attend the incident as there were insufficient staff on duty at the time due to sickness, leave and other commitments, so only crews from Crewe and Holmes Chapel were called out at 8.13pm. By 8.22pm (9 minutes later) one engine from Crewe had arrived with the Holmes Chapel appliance arriving five-minutes later (8.27pm) to assist. Firemen rescued the woman and administered treatment at the scene before handing her over to the ambulance service who took her to the special burn's unit at the University Hospital of South Manchester in Wythenshawe where unfortunately she died on the Sunday Morning.

The death in 2016 of Lucus affected the whole town especially as the house was on a popular route to the Secondary School, so many people will have walked past the building and seen its burnt-out shell. During the following days many friends and neighbours left tributes and flowers to the Carter's outside the house. It is a sad reminder that despite the best efforts of the Fire Brigade that not everything goes as it should. It also demonstrated the need for a Fire Brigade as this unfortunate event is very rare due to the quick response of the emergency units in Cheshire.

With the above incident in the minds of the public it was not surprising that Sandbach Fire Station was the choice for the gift of a Meddler Tree by Godfrey Williams and Sons, Daniel Williams. He had won the tree as part of a prize from a supplier and he put out a questionnaire on social media as to who he could donate it to. The reply came back of Sandbach Fire Brigade, and so it was decided to dedicate the tree to all the past and current members of the retained station. On the 2 December at just after 12 noon the spades were brought out and the tree was planted.

The day however was not without incident as in the morning the appliance was called out to an incident with the crew unintentionally timing their return to perfection as they arrived back at 11.55am just in time for the planting ceremony. John Brownrigg greeted his guests still dressed in his fire-fighting clothes and Cllr Gill Merry the Council's Representative on the Cheshire Fire Authority planted the tree with help from current firemen, while retired personnel and guests looked on.

Unfortunately, due to high winds, possible vandals or the public walking across the grass and bumping into it, the tree failed to stay undamaged and unfortunately died within a few weeks of its planting.



M6 INCIDENTS

In March 2017, BBC Radio Stoke asked Cheshire Highways / Police "How Many Accidents had there been on the M6 between Junction 16 and Junction 19 in 2015 and 2016". The reply was a staggering 510 Crashes in 2015 and a 4.5% rise in crashes during 2016 (February to December both years) to 533 incidents.

However, Cheshire Fire Brigade only attended 34 incidents on the M6 in 2015 and 31 incidents in 2016 showing a slight fall in major crashes and fires. Figures on the Incidents Website show that Sandbach Fire appliances attended 9 incidents on the M6 between Junction 16 and 19 in 2015 with an increase to 18 incidents in 2016 (Jan to Dec)

In the years from January 2000 to March 2017 on the Incidents website it shows Sandbach Fire Brigade has attended the M6, 106 times with the stretch northbound between Junction 16 and 17 heading the table at 26 "Shouts".



9 March 2017 Crash on the Southbound Carriageway at Junction 17

On the 11 July 2017 at 8.11am a fire was reported at the “Bombardia Transportation” Railway works on West Street, Crewe. It took crews 11 hours 40 Minutes to clear and involved 14 appliances over that period of time to extinguish the flames.

1x Sandbach, 1x Alsager, 1x Audlem, 1x Congleton, 1x Crewe, 1x Middlewich, 1x Nantwich
1x Winsford and 1x Lymm Hydraulic Platform

RELIEF CREWS

1x Crewe, 1x Macclesfield, 1x Northwich, 1x Runcorn and 1x Chester Hydraulic Platform

In September 2017, Cheshire Fire Brigade installed Defibrillators outside all their fire stations including Sandbach (about the 18th September 2017) with a key pad lock that is accessible with a code from the 999 Call Centre in emergencies.

By the start of February 2017 appliances had their station names removed from the sides of the vehicles. These alterations starting with the main stations like Crewe and eventually filtered down to stations like Sandbach in 2018. None of the firemen knew why this was done only suggesting it might have something to do with when an appliance covers a station while they are on a shout the public will not wonder why their appliance is not at the station? This does make it difficult to identify appliances in pictures from a shout or to know which one belongs to which station.

In April 2018, Sandbach had a new appliance passed down from Warrington, a Scania P320 registration MX65BCF which was soon shown off to the public at the Sandbach Transport Festival on the 21 and 22 April 2018.

How it happened no one knew but in 2018 the annual Wakes fairground transport was involved in an incident before it even entered Sandbach. Each year since the 1980’s the fairground attractions have been told to keep away from the town centre until after the Thursday Market has been finished and cars had been claimed from the Common to allow the rides to enter and set up without hindrance and causing a backlog of vehicles in the town centre. Up until recently they would come into the town down Congleton Road and stay there in line until called to enter the common. But it was still causing a blockage and so some of the vehicles were kept at Arclid while others were parked in lay-by on the Holmes Chapel Road. One of these was for the “Orbiter” ride which was left abandoned in the lay-by opposite Mill Lane on the A50, Holmes Chapel Road. At 8.19am on the 20 September 2018, reports came into the Sandbach Fire station that a car had driven into the stationary HGV trapping the lady driver. Fire-fighters had to remove the roof of the vehicle to extract the driver who couldn’t explain how she had managed to hit the vehicle. It took the emergency services from Sandbach and Holmes Chapel fire stations 1 hour 50 minutes to sort out the problem with the HGV only sustaining minor damage to the driver’s side front.

In September 2018, the Cheshire Fire Authority announced that a number of Fire Stations built in the 1960’s had out lived their lifespan and would be improved in a £8.5 million project. 21 stations are on the list to be upgraded after the county had built new stations at Alsager, Lymm, Mollington in Chester and Penketh in Warrington in the last three years. Audlem, Birchwood, Bollington, Congleton, Ellesmere Port, Frodsham, Holmes Chapel, Knutsford, Macclesfield, Malpas, Middlewich, Nantwich Northwich, Poynton, Runcorn, Sandbach, Stockton Heath, Tarporley, Widnes, Wilmslow and Winsford are to be updated while Runcorn, Macclesfield and Ellesmere Port need more work to bring them up to scratch with a complete remodelling on the cards with the whole project being finished by 2024.

Crewe Fire Station didn’t escape redevelopment as a suggested move out of the town a few years earlier was shelved, new plans in 2018 involved knocking down the current station and rebuilding along with space for the Crewe Police station now in the centre of the town to move in with the Fire Brigade. The Crewe Police station

was built in the 1960's and like the fire station needed updating so it was decided to combine the two facilities into one hoping to make it more efficient.

On the 13 December 2018 Cheshire Fire Service started a FACEBOOK page to inform the community about events and incidents involving the Sandbach Fire Brigade.

In 2018 there were 28 Fire Stations. Listed below are the call signs of each station.

- E01 Warrington (Wholetime / Cross Crewed)
- E02 Birchwood (Nucleus)
- E03 Stockton Heath (Retained)
- E04 Widnes (Wholetime)
- E05 Runcorn (Wholetime / Retained)
- E06 Frodsham (Retained)
- E07 Powey Lane / Mollington (Wholetime)
- E08 Ellesmere Port (Wholetime)
- E09 Chester (Wholetime / Cross Crewed)
- E10 Tarporley (Retained)
- E11 Malpas (Retained)
- E12 Nantwich (Retained)
- E13 Audlem (Retained)
- E14 Alsager (Retained)
- E15 Crewe (Wholetime)
- E16 Sandbach (Retained)**
- E17 Holmes Chapel (Retained)
- E18 Congleton (Daytime Crewed / Cross Crewed / Retained)
- E19 Macclesfield (Nucleus / Cross Crewed / Retained)
- E20 Bollington (Cross Crewed / Retained)
- E21 No Station
- E22 Poynton (Retained)
- E23 Wilmslow (Nucleus)
- E24 Knutsford (Retained)
- E25 Northwich (Daytime Crewed / Cross Crewed / Retained)
- E26 Middlewich (Retained)
- E27 Winsford (Daytime Crewed / Cross Crewed / Retained)
- E28 Lymm (Wholetime)
- E29 Penketh (Wholetime / Retained)

On the 15 May 2019 John Brownrigg retired after 27 years from working at the Sandbach Fire Station where he was the Watch Manager. His place was taken by Mike Robinson.

John Brownrigg joined Sandbach when he moved house from Winsford in 1991. In 1992 he saw an advert for an "On Call" Fire-fighter" in the local paper and applied for the job. Today Fire-fighters have to go through eight months of training before going on a "Shout" but in 1992 he was put on the rota within a couple of days. In 1998, John worked as a full-time Fire-fighter for BAE Broughton and in 2001 he moved to Manchester Airport where he was appointed "Watch Manager".

In 2000 John was made permanent Watch Manager after being appointed Temporary Sub Officer as it was called in those days.

John is not the only family member on call at Sandbach as his Son and Daughter have both joined him on jobs with Sandbach's On Call Fire-fighters.

Memorable days included 1995 Fire at the Foden Works, 2007 Aztec Chemicals in Crewe and the 2015 Bosley Fire with Sandbach as one of the first on the scene.

John will continue his day job at Manchester Airport but handed over the helmet to his successor after many years of service.

Not always first on the scene, Sandbach Fire crew have attended many of the notable fires in Cheshire and slightly further afield. On the 27 June 2019, Sandbach was called out to a large warehouse fire at the Golden Triangle Estate in Harrison Street, Widnes which had a total of 16 appliances on the site at the height of the fire which started at about 8.45pm. Four units were on fire along with adjoining residential buildings. The fire was so large that by 5.17pm on the 28th June there were still a full set of appliances on the scene (Relief Crew's). On

the 1 July 2019 at 10am crews were damping down and by the 2 July 2019 at 12.02 noon the incident was closed with the demolishing of the buildings.

- 1x Sandbach
- 1x Birchwood
- 1x Chester Aerial Platform
- 2x Ellesmere Port
- 1x Lymm
- 1x Lymm Aerial Platform
- 2x Penketh
- 2x Runcorn
- 1x Stockton Heath
- 1x Warrington
- 1x Widness
- 1x Winsford
- 3 x MERSEYSIDE Fire and Rescue Service

Two days later Sandbach were again attending a large fire. This time 10 appliances turned up Bridge Lane, Woolston in Warrington when someone had set light to wooden pallets. The fire was so intense that it lasted 12 hours before it was out.

- 1x Sandbach
- 1x Birchwood
- 1x Crewe
- 1x Holmes Chapel
- 1x Lymm
- 1x Northwich
- 2x Runcorn
- 1x Stockton Heath
- 1x Warrington

2019 was one of those years when everything was big and in the case of a fire in Crewe it was only the evacuation of residents that saved the incident from becoming a national disaster. At 4.30pm on the 8th August 2019, the call came in to the incident centre about a fire at the Beechmere Retirement Complex in Rolls Avenue, Crewe. Initial appliances attended but it was soon clear that it was a major incident and a total of 16 appliances and 70 fire-fighters were called upon along with the Major Incident Control Unit, two Aerial Appliances and back up caterers.

On arrival the Retirement complex had a stay put policy because of the age and condition of the residents but the first on scene Commander overturned the decision and Fire-fighters, Police, Ambulance, care home staff and local residents all helped to evacuate the building saving their lives. However, one resident had a heart attack at the shock of what was happening and various animals were left behind unfortunately to die in the building. All lost personal possessions collected over their lifetime including items belonging to one lady whose 22-year-old son had died in 1997 while serving in the British Army, lost the flag and hat owned by him and handed to her after his death. Another lady lost the ashes of her husband as they were left behind.

Soon Police, local residents and Council road staff were called in to close off a half mile radius using road blocks at all major junctions only allowing emergency vehicles into the area with flames being seen from the cordons and smoke as far away as Leighton Hospital. The Hospital was put on standby but no major incident was called as only two people were eventually admitted with heart attacks.

The owners of the home (Advantage Cheshire Ltd) soon set about re-housing residents in other homes while some were taken in by their local families and friends with others being taken to the Crewe Lifestyle Centre which was quickly set up as an emergency centre, The Lifestyle Centre on the Friday became the centre of rescue activities as donations started to come in with clothes, basic sanitary items, food and offers of help were co-ordinated by staff with local MP Laura Smith, Cheshire East Chief Executive Sam Corcoran turning up to help and show support for the generosity from Crewe and surrounding town residents.

The Monday before the fire the home had celebrated its 10th birthday but by the end of the fire many were questioning the construction of the building as the owners boasted that it was made using the largest timber content of any development in Europe. With no sprinkler system in place this was a disaster waiting to happen as soon into the evening the building started to collapse as the wooden structure disintegrated within the outside single brick casing. Unfortunately, at the moment there is no legal requirement for buildings to have a sprinkler installed in such a building as Beechmere. Cheshire Fire and Rescue's Assistant Chief Fire Officer Gus O'Rourke said that in his 29 years in the fire service he was "Extremely shocked at the speed the fire took hold". The fire was thought to have started about 4pm in the roof of the Beechmere Residential Home and according to some media was started by a man who was using a blow torch to make repairs in the roof space of the building.

By 4.30pm Fire Crews were called with Crewe and Holmes Chapel appliances first on the scene (Others to Be confirmed). By 5.50pm the fire had spread through the roof space and by 6.60pm 20% of the building was alight with twelve appliances now on the site. By 9pm Sandbach was called in to attend and due to roadworks on the Haslington By-pass came via Warrington and the back way to Leighton, turning right at the traffic lights and left at the small roundabout through the Council road blocked road and onto Rolls Avenue. They were also later called back to help extinguish the embers of the fire on the Friday and I think the Saturday (TBC).

On Friday the 9 August 2019, the number of appliances were reduced at 12 Noon to five and on Saturday the 10th damping down continued as Crews were helped by torrential rain on both days.

On Sunday the 11 August specialists and two fire crews helped to spread the material out from the building to check for hot spots and surviving items.

Cars left at the home's car park were retrieved by their owners on the 12 August and finally on Tuesday the 13 August at 11.35am fire-fighters left the scene at the close of the incident.

1x Sandbach (Relief / Later Call 9pm?)

1x Alsager (8th Aug = 5.15pm)

1x Audlem (8th Aug / 9 Aug = 6pm to 4am)

1x Birchwood (8th Aug / 12th Aug = 11pm to 2pm)

1x Bollington (8th Aug / 10 Aug)

1x Crewe (Poss 2)

1x Holmes Chapel (8th Aug = 4.30pm call)

1x Lymm (ALP)

1x Middlewich (Possible)

2x Nantwich (8th Aug = Supplied water for Aerial Ladder Pump ALP)

1x Winsford (8th Aug = On Call)

SALVATION ARMY CATERING



The Command Unit map showed the following appliances on the site at 10.48pm (1h 42m after Command Set up)

- E01 Warrington (Wholetime / Cross Crewed)
- E05 Runcorn (Wholetime / Retained)
- E09 Chester (Wholetime / Cross Crewed) **Aerial**
- E10 Tarporley (Retained)
- E11 Malpas (Retained)
- E12 Nantwich (Retained) 2x
- E13 Audlem (Retained) (5.15pm)
- E14 Alsager (Retained)
- E15 Crewe (Wholetime) 2x (4.30pm)
- E17 Holmes Chapel (Retained) (4.30pm)
- E18 Congleton (Daytime Crewed / Cross Crewed / Retained)
- E24 Knutsford (Retained)
- E25 Northwich (Daytime Crewed / Cross Crewed / Retained)
- E27 Winsford (Daytime Crewed / Cross Crewed / Retained)
- E28 Lymm (Wholetime) 2x **Aerial** / Support

EXTERNAL COUNTIES (Staffordshire)

FT13P1

FT21P2

C25P1

CALLED IN LATER

E16 Sandbach (Retained)

#####

The 11 January 2020 in Sandbach was a hive of activity for the Cheshire Fire Brigade with two fires in Sandbach at the same time.

At 6am appliances from Sandbach, Crewe (2), Holmes Chapel, Middlewich and an aerial appliance from Macclesfield attended an incident at the La Maternelle Children's Nursery on Middlewich Road opposite Abbey Road. The first floor of the building was on fire and four crews entered the building with breathing apparatus to tackle the flames with two hose reels. Crews also used three main jets to tackle the blaze from the outside including the ERF Aerial Appliance from Macclesfield, which was used to dampen the area from above. The main Middlewich Road was closed off while the five appliances were on the scene using water from hydrants as far away as Grange Way.

By 11.30am the majority of the fire was extinguished and the hydraulic platform was used to take out tiles from the roof and along with ground crew checked the building for hotspots. The junction by the nursery was given restricted access for most of the day including a set of traffic lights being installed around the incident to try and keep vehicles moving for the safety of the public and fire crews.

By lunchtime the Sandbach and Crewe appliances were released and by 12.45pm the Holmes Chapel crew were back in their station in the centre of the village. At about 3pm the Aerial appliance started its journey back to Macclesfield, leaving Middlewich and a relief crew from Alsager were left to monitor the building and make sure it didn't flare up again.

The second incident was just down the road from the major incident as two appliances from Alsager and Congleton attended a house fire on Park Lane in a former back boiler concealed in a wall. This "Shout" took about an hour to make secure leaving the Alsager appliance available to attend the Nursery building to assist with damping down.

In September and October 2019, plans were submitted to Cheshire East Council to upgrade the Sandbach Fire Station building with a new extension, gym facilities and a new look outside. Part of a major upgrade for the Counties fire stations costing £8.5 Million this will cover 21 of the areas buildings with the Cruden group doing the work on improving the aging buildings, some of which like Sandbach date back to the 1960's.

Work started on the 28 April 2019 at Bollington and Tarporley with Middlewich, Sandbach, Runcorn and Birchwood being upgraded in 2019 to 2020 and Audlem, Holmes Chapel, Northwich and Widnes in 2020 to 2021, followed by Congleton, Knutsford, Ellesmere Port and Malpas in 2021 to 2022 and Macclesfield, Poynton, Frodsham and Winsford having their upgrades in 2022 to 2023. Of the stations being renovated 11 were built in the 1960's, 6 in the 1970's, 1 in the 1980's with three from the 1990's.

At the end of February staff at the Sandbach Fire station moved their belongings into a port-a-cabin and with observations over the next few months, by the 1 March workers had put up barriers at the back of the building and work had started on the upgrade of the building. Due to the work in the main bay of the building the two fire appliances were often seen outside ready for a "shout" but also keeping the area clear for the alterations.

On the 23 March 2020, Sandbach along with the rest of the Country went into Shutdown due to Covid 19 or Coronavirus with thoughts that building work would be delayed. After a few days to assess working conditions the builders were back on site and everything seemed to be back on track for the building to be upgraded.

By the 18 May scaffolding had been put on the roof space and the façade had been removed from above the main front doors to be replaced over the next few months by a wooden fascia the following day. By the 24 May the new gym extension had been put in place cutting one of the bays in half and extending through one of the original 1960's back doors. The other original 1960's sliding door had also been replaced with a rollover door for easy access for the main appliance when it returns after an incident. This new door came in useful when the main front door became damaged and the appliance was now able to be reversed into its bay to come out of the back door while the main door was being repaired. By the 15 June 2020 most of the main outside work had been finished and with a new larger community room available. This upgrade has kept to the spirit of the original building with upgrades that I am sure will benefit the retained fire personnel and the public of Sandbach in general.

On a very dark and dismal day with black clouds covering South Cheshire a shining light shone outside Sandbach Fire Station with members of the retained fire brigade cycling 459 miles on exercise bikes to raise money for the Fire Fighters Charity (To help support Fire fighters in need of help from physical, mental or social needs) and the Movember Charity (Men's Health).

The 459 miles chosen for the ride is the distance it would take to cover the roads between each of the Cheshire Fire Stations.

Starting at 7.20am on the 28 November 2020, the volunteers did a duel ride for one hour thirty minutes each to cover about 30 miles at a time until about 9pm when the final riders finished the distance.

Those taking part were Dave Beech, Keith Farrington, Alex Flude, Joe Burgess, Mile Lamee, Clive Welch, Neil White, Tom Evers, Phil Carney, Rob Carney, Nick Regan and Luke Draycott with Mike Robinson supporting the event by growing a sponsored Handlebar Moustache and fire fighter J Burchall doing his own bike ride at home as he is self isolating during the day of the event.

A target of £500 was soon passed on-line and by the end of the day on their internet donation site they had raised £927.85p with a Gift Aid top up making the total £1,133.57p

#####

RAPID RESPONSE UNIT

Sandbach has had a Rapid Response Unit since 2007 (or 2011) along with Holmes Chapel to assist on the M6 and roads with incidents that need a quick response or a small crew to deal with an accident.

IN 2020 Thirteen RRU's were on order to go to Primary On Call stations. A driver, Officer in charge and a medic (in the back) go out with the vehicle. It carries stabilisation blocks to stabilise a vehicle, Coverings for sharp edges, electronic saws and combi-tool (Jaws of Life) that will allow the operator to spread the metal to allow access or extract a casualty from a vehicle. A trauma bag with a bleeds bag (Added to the kit after Afghanistan), oxygen and Monitor equipment plus a Defibrillator (to restart a heart).

#####

FIREMEN AT SANDBACH 2020

Watch Manager Mike Robinson.

Dave Beech

Steve McCormick

Dave Beech (2015 to Date) (Wholetime Fire-fighter / Crew Manager /

On Call Support Crew with Cheshire Fire and Rescue /

First Incident a Garden Fire)

Mr J Birchall (2001 to Date) (FULLTIME JOB = Printer

FIRST INCIDENT = House Fire)

Joe Burgess (Oct 2019 to Date) (FULLTIME JOB = Technical Fire Safety Officer for Cheshire Fire Service

FIRST INCIDENT = Burnt Cooking)

Phil Carney (Crew Manager) (2009 to Date) (FULLTIME JOB = Wholetime Watch Manager with

Cheshire Fire and Rescue

FIRST INCIDENT = Motorbike on fire)

Rob Carney (Pre 2020) TBC

Luke Draycott (2016 to Date) (FULLTIME JOB = Tree Surgeon

FIRST INCIDENT = Vehicle Fire)

Tom Evers (2018 to Date) (FULLTIME JOB = Kitchen Assistant

FIRST INCIDENT = Automatic Fire Alarm)

Keith Farrington (1994 to Date) (FULLTIME JOB = Shift Process Operator

FIRST INCIDENT = Road Traffic Collision)

Alex Flude (March 2019 to Date) (FULLTIME JOB = Wholetime Fire-fighter with Cheshire Fire and Rescue.

FIRST INCIDENT = Cat Stuck on a Roof)

Mr Hutchin (2004 to Date) (FULLTIME JOB = Wholetime Fire-fighter Greater Manchester Fire and Rescue /

FIRST INCIDENT = a Road Traffic Collision)

Mike Lamee (2020 to Date) (FULLTIME JOB = Web Designer with "So Marketing" in Leek and Sandbach.

FIRST INCIDENT = Building Fire)

Peter Lee (2000)

Steve McCormick (Unknown to Date)

Nick Regan (Crew Manager) (2014 to Date) (FULLTIME JOB = Wholetime Crew Manager at

Crewe Fire Station for Cheshire Fire and Rescue.

FIRST INCIDENT = Automatic Fire Alarm System)

Mike Robinson (Watch manager) (to Date) (FULLTIME JOB = Illustrator for magazines and Weird Fish.

FIRST INCIDENT = Automatic Fire Alarm System)

Clive Welch (1996 to Date) (FULLTIME JOB = Market Trader

FIRST INCIDENT = House Fire)

Neil White (2004 to Date) (FULLTIME JOB = Wholetime Fire-fighter with Cheshire Fire and Rescue.

FIRST INCIDENT = Road Traffic Collision)

FIRE CADETS

Anita Howell (Fire Volunteer, Sandbach Fire Cadets etc)

Charlotte Howell (Fire Volunteer, Sandbach Fire Cadets etc)
 Craig Howell (Fire Volunteer in Charge of Sandbach Fire Cadets etc)
 Nick Regan

#####

#FB02.

SANDBACH PERFORMANCE (Supplied by Cheshire Fire. Gov)

#####

TYPE OF INCIDENT	1 Apr 2013 to 31 Mar 2014	1 Apr 2014 to 31 Mar 2015	1 Apr 2015 to 31 Mar 2016
Chimney Fires	2	3	1
Business (Non-Domestic Premises)	9	3	3
Dwelling Fire (House)	10	7	5
False Alarms (Good Intent)	21	24	26
False Alarm (Malicious)	2	0	2
Fire Alarms	44	39	31
Other Special Service Calls	14	12	28
Primary Fire	1	1	2
Road Traffic Collisions	11	12	16
Secondary Fire	13	19	10
Vehicle Fires (Primary)	11	10	10

TOTAL **138** **130** **135**

(Fires between 2015-16 dealt with = 88 incidents in the Sandbach Area and 58 outside Sandbach (Crewe etc. a total of 146 calls)

TYPE OF INCIDENT	2016 to 2017	2017 to 2018	2018 to 2019	2019 to 2020	2020 To 2021						
Cardiac Arrest (Only at an Incident)	0	0	0	0							
Chimney Fire	1	0	1	2							
Business (Non-Domestic Premises)	2	1	2	4							
Dwelling Fire (House)	9	7	5	10							
False Alarm (Good Intent – No Fire)	32	18	20	31							
False Alarm (Malicious)	3	0	1	0							
Fire Alarm (Fire) (Automatic Fire Alarms)	46	31	31	40							
Forces Entry	6	8	4	11							
Other Special Service Calls	18	21	31	28							
Primary Fire	1	1	7	0							
Road Traffic Collisions (RTC)	13	10	12	12							
Secondary Fire	7	12	18	17							
Vehicle Fires (Primary)	8	3	13	7							
TOTAL	146	112	145	162							
Incidents within station area				127							

(Sandbach Attending)											
Incidents within other areas (Sandbach Attending)				58							
TOTAL				185							

2019 to 2020 Population in Sandbach = 22,173
2019 to 2020 Dwellings in Sandbach = 10,841

#####

#FB03. OFFICERS IN CHARGE at Sandbach.

#####

SUPERINTENDENT AT SANDBACH

1857	Superintendent William Faram
About 1870 to after 1902	John Cooke
1904	Superintendent Broad
Around 1914	Edmund Allen
1917	Second Engineer Mr Ernest Warrington
1933 (Dec 1932)	Captain Thomas Leese

SUB OFFICER AT SANDBACH FIRE STATION

1940's	Mr Gledhill (Owned a Newsagents)
1940's / 50's	Arnold Proudlove
March 1965 to 10 July 1987	Dennis Bell
11 July 1987 to (3 Years)	Ron Greenwood
1990?	Chris Fox

CREW MANAGER / WATCH MANAGER

2000 to May 2019	John Brownrigg / Station Manager Steve McCormick
May 2019 to Date	Mike Robinson

#####

Chief Fire Officer / Superintendent of the Fire Brigade in Cheshire.

#####

1942 A list of officers dating from the 30 March 1942, for the No 27 Fire Force Area

Fire Force Commander	Mr F Dann O.B.E.
Fire Force Commander (2)	Mr W Smith B.E.M.
Divisional Officers	Mr B J Brown (P/T)
	Mr W Holland
	Mr J E Whitaker
Chief Clerk	Mr H Griffiths (D.O.)
Area Officer	Miss E M Leveson M.B.E.

1977 The Chain of Command at the time in South Cheshire was thus –

Brigade Headquarters at Chester.

Commander	Mr Bert Brennon
Deputy Commander	Mr George Barton
Assistant Deputy Commander	Mr Noel Lightfoot

Divisional Headquarters at Crewe

Divisional Commander	Mr William Foster
Assistant Divisional Commander	Mr William Pearce
Divisional Officer (Operations)	Mr David Jones

CHIEF FIRE OFFICER

1989 The Chain of Command in 1989 (From a Feature in the Sandbach Chronicle) –

Chief Fire Officer of Cheshire	Mr Dennis Davis
Divisional Fire Officer	Mr David Greatorex

(1999) Dennis Davis O.B.E.
(13 years as CFO for Cheshire and 5 years as HM Chief Inspector of Fire Services)

Pre 2003 to 2009 Steve McGuirk (Moved to Manchester Fire and Rescue)
DEPUTY FIRE OFFICER Paul Hancock

Sept 2009 to Aug 2018 Paul Hancock
(Spent 34 years in the fire service having joined Cheshire in 2007 from
Cumbria Fire and Rescue where he became Assistant Chief Fire Officer.
In 2014 he was awarded the Queen's Fire Service Medal
In 2016 -17 he was joint Chief Fire Officer for Cheshire and Cumbria.)

DEPUTY FIRE OFFICER Mark Cashin
ASSISTANT CHIEF FIRE OFFICER

Aug 2018 to Date Mark Cashin
AREA MANAGERS – Alex Waller and Gus O'Rourke

2 Apr 2019 ASSISTANT FIRE OFFICERS
Alex Waller .b. 1975 (Specialising on Fire Safety, Operational Policy
and Corporate Performance and projects)
Gus O'Rourke .b. 1961 (Service delivery and prevention)

2019-20 to Date CHIEF FIRE OFFICER = Mark Cashin
ASSISTANT FIRE OFFICERS
Alex Waller .b. 1975 (Specialising on Fire Safety, Operational Policy
and Corporate Performance and projects)
Gus O'Rourke .b. 1961 (Service delivery and prevention)

2021 ASSISTANT CHIEF FIRE OFFICER
Paul Binyon

Chairman of Fire Brigade in Cheshire.
#####

1980's W T Edwards (Chairman of the Fire Brigade and Public Protection Committee) (1981)

(1999) George Edwards

2016 John Joyce (Chair of Cheshire Fire and Rescue Authority)

2018 Cllr Bob Rudd (Fire Authority Chairman)

2019 Cllr Bob Rudd (Fire Authority Chairman)

MEMBERS (Cheshire West and Chester)

Cllr Martin Delaney, Cllr Gina Lewis, Cllr Peter Wheeler, Cllr Razia Daniels,

Cllr Norman Wright,

MEMBERS (Cheshire East)

Cllr Rachel Bailey, Cllr Michael Beanland, Cllr David Brown, Cllr David Edwardes,

Cllr Nick Mannion, Cllr James Nicholas, Cllr Jonathan Parry, Cllr Terry O'Neill.

#FB04.

SANDBACH FIRE ENGINES (In date Order)

#####

1800's Horse drawn pump.

1857 (Unknown at First Fire Station)

Oct 1866 Two Fire engines

July 1913 Messers Shand, Mason and Company

Nov 1932 Steam Engine

1937/40 Jennings (Body 1934 to ERF) Sandbach Urban District Council – Fordson 7V (1937)
For some reason the word Thomas appears on the grill on the front.

1930's-40's Dennis (Sandbach Urban District Council)

1946 AFS Vehicle (Used in either Manchester or Liverpool by Sandbach Crew)

1950's Dennis F1

1958 Dodge Flat Backed Wagon and Pump (2nd Appliance)

- 1961 Commer QX (Possible – Built in 1954 or Commer QX Mark IV)
- 1961 Land Rover Series 2 Redwing (AMB587B)
- 1960's Dennis F8 (Number not known / Possibly Audlem's RMB996)
- 1960's Rolls Royce – Number unknown – On loan for a short while.
- 1963 Dennis F38 (FTU716B) Also at Audlem
- 1969 Dennis F38 (MTU317H) Red and Silver with Bell on Front. It served from 1969 at Macclesfield and was also housed at Nantwich.
It became the Rolls Royce in Crewe appliance before going into Preservation with the Dennis Society.
It was on loan to Sandbach.
- 1970's Dennis F45 (WLG317J) based at Sandbach for most of its life then at ICI Winnington.
- 1975 Dennis F8 (Picture 1975 checking Hydrants possibly RMB996 as a loan appliance)
- 1981 Land Rover Stage One V8 L4T (DMB902X) 1981 Land Rover Series III Jennings.
Repainted it was used by cadets from 2002 when the Land Rover Fleet were taken "Off the Run" until the 11 Feb 2009 (10 Feb 2009 Final day as a Cadet Unit) when it was sold into preservation with Craig Howell (Sandbach).
- 1982 Dennis F45 (WLG317J) Red and Silver with Bell on Front the appliance went to ICI in Winnington.
- 1986 Dennis / Carmichael SS133 (D688PMB). (Picture C21 in Transport Festival Date Tba)
Originally stationed at Sandbach it was then moved to Wilmslow.
- 1992 to 1997 Mercedes 1124 (K628KMB) Also stationed at Widnes.
- 1997 Dennis Sabre (R42FMA) at Sandbach by 2 Aug 2011 (Introduced to Cheshire in 1995).
(Now on reserve duty with Cheshire Fire and Rescue)
- 2001 to 2018 Mercedes Atego (Y495PTU) at Winsford in 2000, Runcorn then Sandbach
Now, location not known.
- 2007 Rapid Response Unit (Range Rover DK56OTN)
- April 2018 Scania P320 (MX65BCF) (2015) Was at Warrington.



(Fire Station 19 May 2004)

Early information on Cheshire and Merseyside provided by -
<http://www.merseyfire.gov.uk/Historical/cheshireCounty.htm> and
<http://www.cheshirefire.gov.uk/about-us/our-history>

#FB05.

SANDBACH FIREMEN /RETAINED FIREMEN / FIRE PERSONNEL.

Below is a list of some of the Retained Firemen / Personnel at Sandbach.

- Edmond Allen (1914 to)
- Matthew Barlow (Pre 1997)
- Steve Barnes (1994 / 2000's)
- Mr D Beech (1960's)
- Dave Beech (2015 to Date) (Wholetime Fire-fighter / Crew Manager /
- # On Call Support Crew with Cheshire Fire and Rescue /
- # First Incident a Garden Fire)

George Beech (1980's)
Dennis Bell (Leading Fireman 1956 to 10 July 1987 / Badge number 1167)
Mr Birchall (2001 to Date) (FULLTIME JOB = Printer
FIRST INCIDENT = House Fire)
Superintendent Broad (1904)
John Brownrigg (1993 to 2019)
James Buckley (Retired in March 1915)
Joe Burgess (Oct 2019 to Date) (FULLTIME JOB = Technical Fire Safety Officer for Cheshire Fire Service
FIRST INCIDENT = Burnt Cooking)
Dale Button (2000)
Phil Carney (1982)
Mr Carney (Crew Manager) (2009 to Date) (FULLTIME JOB = Wholetime Watch Manager with
Cheshire Fire and Rescue
FIRST INCIDENT = Motorbike on fire)
Ken Chishom
John Cook (About 1870 to 1902)
Mr Draycott (2016 to Date) (FULLTIME JOB = Tree Surgeon
FIRST INCIDENT = Vehicle Fire)
Charlie Ellington (1994)
John Elsby (Leading Fireman / to after 1987)
Andrew Estcourt (Pre 1987)
Tom Evers (2018 to Date) (FULLTIME JOB = Kitchen Assistant
FIRST INCIDENT = Automatic Fire Alarm)
Keith Farrington (1994 to Date) (FULLTIME JOB = Shift Process Operator
FIRST INCIDENT = Road Traffic Collision)
Mr Flude (March 2019 to Date) (FULLTIME JOB = Wholetime Fire-fighter with Cheshire Fire and Rescue.
FIRST INCIDENT = Cat Stuck on a Roof)
Chris Fox (Pre 1987 to 1990's) (Sub Officer / Station Commander 1990 - .b. 1949 .D. Feb 2014)
Alec Gamblin (1960's)
Mr Gledhill (Captain or Leading Fireman 1930's -40's)
Ron Greenwood (Leading Fireman / Sub Officer 1960's to after 1987)
Bruce Hamilton (1960's / Died after an accident at work during his time in the Brigade)
Mrs Harrison (1939 New Driver)
Stan Hatton (1960's)
Ted Heathcote (Pre 1952 to after 1961) Leading Fireman
Ted Horth (1960's)
Anita Howell (Fire Volunteer, Sandbach Fire Cadets etc)
Charlotte Howell (Fire Volunteer, Sandbach Fire Cadets etc)
Craig Howell (Fire Volunteer in Charge of Sandbach Fire Cadets etc)
Dave Hughes (1980's /1990's / Turned up to shouts on a Motorbike)
Mr Hutchin (2004 to Date) (FULLTIME JOB = Wholetime Fire-fighter Greater Manchester Fire and Rescue /
FIRST INCIDENT = a Road Traffic Collision)
Ron Johnson (1960's .b. in the 1920's)
Chris Jones (Unknown)
Les Jones (1967 to 1987)
Mike Lamey (2020 to Date) (FULLTIME JOB = Web Designer with "So Marketing" in Leek and Sandbach.
FIRST INCIDENT = Building Fire)
James / Jim Lancashire (1960's)
Jeff / Geoff Larkin
Harry Latham (1960's / Started at Middlewich Fire station before moving to Sandbach)
Phil Lawson (Pre 1997 to 2000)
Peter Lee (2000)
Captain Thomas Leese (Appointed 1932-3)
Ted Lunt (1960's / Ted was in the Navy and so did everything the way the navy did it)
Wes Maddocks (E.M.) (1960's)
Richard Mellor (1939-45 AFS Crew from Sandbach)
Fred Mitchell (1960's)
Len Mountford (July 1966 to after 1987)
Douglas Newall (1960's)
Eric Palin (1980's /1990's)

Tom Parkinson (1960's)
 Arnold Proudlove (Leading Fireman or Captain Pre 1952 to After 1961)
 Nick Regan (Crew Manager) (2014 to Date) (FULLTIME JOB = Wholetime Crew Manager at
 # Crewe Fire Station for Cheshire Fire and Rescue.
 # FIRST INCIDENT = Automatic Fire Alarm System)
 Dennis Robinson (Fireman 1960's to 1970's)
 Mrs Robinson (1939 New Driver)
 Mike Robinson (Watch manager) (to Date) (FULLTIME JOB = Illustrator for magazines and Weird Fish.
 # FIRST INCIDENT = Automatic Fire Alarm System)
 N Robinson (1960's)
 Ralph Ruscoe (Retired in March 1915)
 Bill Russell (1939-45 AFS Crew from Sandbach)
 Bernard Stanway (1960's)
 Fred Street (1939-45 Auxiliary Fire Service)
 Martin Stone (1982 to 1997) (.D. 7 May 2013 aged 70)
 Chris Tomlinson (Leading Fireman – Date Unknown)
 John Truman (Pre 1958)
 Ken Tunney (1950's to 1960's)
 Eric Vickers (1960's)
 Richard Wade (to 1917 2nd Engineer – left to go on Military Service)
 Wilf Wakefield (1940's to 1950's)
 (Bill) William Wakefield (1940's to 1960's)
 Leonard Walker (1960's)
 Charles Wardle (Retired in March 1915)
 Christopher Wardle (1990 to date)
 Ernest Warrington (Appointed 12 March 1917)
 Mr Welch (1996 to Date) (FULLTIME JOB = Market Trader
 # FIRST INCIDENT = House Fire)
 Mr West (Pre 1987)
 Jack Whitby (1960's)
 Paul Whitby (1994)
 Mr White (2004 to Date) (FULLTIME JOB = Wholetime Fire-fighter with Cheshire Fire and Rescue.
 # FIRST INCIDENT = Road Traffic Collision)
 Harry Wilson (1952)

#####

#FB06. SANDBACH – Location of Fire Hydrants.

#####

Available as a concept from the 1890's.

SANDBACH TOWN CENTER LOCATIONS

- 1) Fire Station
- 2) Outside back entry to Ambulance Station –
- 3) Outside Johnsons (Cath Jones) Congleton Road / Newfield Street Junction (Needham Stockport).
- 4) Top of Newfield Street (Glynned Doctile)
- 5) Top of Newfield Street in area of old Council Work offices / Refuse lorries (Brick House Dutch)
- 6) Outside Military Arms (Stanton PLC)
- 7) Green Street corner with Cross Street
- 8) Top of Green Street (Needham Stockport)
- 9) Top of Welles Street (BS)
- 10) Halfway down top half of Welles Street (Outside 22b) (NWWD)
- 11) Welles Street Corner with Bold Street (N & SECWB)
- 12) Bradwall Road Corner with Chapel Street (Thomas Dudley Ltd)
- 13) Ashfields Crossroads (Doctors)
- 14) Middlewich Road outside Police Station and Restaurant
- 15) Middlewich Road outside Police Station / Council Offices entrance on Grid
- 16) Middlewich Road outside Council Offices
- 17) Middlewich Road junction with Platt Avenue Near Crossing (Town Side)
- 18) Middlewich Road junction with Platt Avenue Near Bus Stop (School Side) (Warrior)
- 19) Middlewich Road outside Sandbach High School (1)

- 20) Middlewich Road outside Sandbach High School (2)
- 21) Crewe Road outside Dentist (B and S)
- 22) Crewe Road Junction with Sunny Mill Drive (Needham Stockport)
- 23) Crewe Road Junction with Belle Vue Terrace (Needham Stockport)
- 24) Crewe Road Junction with Union Street on School side Pavement (NWW)
- 25) End of Hope Street
- 26) Outside Town Hall near Phone Box in Road.
- 27) Outside Town Hall on Pavement (Needham Stockport)
- 28) Outside Black Bear
- 29) Crown Bank and Well Bank Junction
- 30) Outside 8 Well Bank (Needham Stockport)
- 31) Near Bus Stop Outside Sun Tan shop on the Common.
- 32) Near Library (Glynwed Ductile)
- 33) Church Street (quarter of the way down) (End of Crown Bank)
- 34) At the end of Bath Street near Dingle Lake
- 35 to 38) 4 Hydrants at the end of Front Street, Bath Street and on the Hill leading up to High Street (Blocked off)
- 39) Alms House Side of the Traffic Lights on Newcastle Road / Bypass Junction
- 40) At Town end of the Alms Houses
- 41) At the Cemetery end of the Alms Houses

OUTSIDE TOWN CENTER
65 Congleton Rd

#####

#FB07.

CHESHIRE FIRE STATIONS / ENGINES

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The list below includes a brief history of each station in the South Cheshire Area and a list of some of the appliances stationed at the venue.

#####

ALDERLEY EDGE FIRE STATION HISTORY

In a 1914 Cheshire Directory there is mention of a Fire station in Alderley Edge with Captain Charles Hoylands at Heyes Lane, Alderley Edge.

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ALSAGER FIRE STATION HISTORY

The newest of the Cheshire Fire Stations it was opened on the 7 August 2015 by the Lord Lieutenant of Cheshire at Brookhouse Road in the centre of the town and like Sandbach is a retained fire unit manned by on call fire-personnel.

Station Manager Steve McCormick (2015 to date) also works for Staffordshire Fire Service but wanted to put something into the community and decided to help with the setting up of the station in his spare time. With training at Crewe and Congleton the Alsager station has become one of the more active brigades as they turn up to a number of incidents to observe and take part in as a back-up unit until they are fully trained.

ALSAGER FIRE ENGINES

2015 Dennis Sabre (R47FMA) This was based at Holmes Chapel 1997 / Audlem 2011 / Congleton / Alsager 2015 to 2016.

2017 Mercedes Atego (DA52YZH) (2002) moved from Northwich / Chester / 2017 = Alsager

CURRENT APPLIANCES 2020

2020 Scania (PO11FZN) (2011)

#####

ALTRINCHAM FIRE STATION HISTORY (Now Manchester)

In 1864 the Fire Engine Station was at Town Yard, High Street with Police Sergeant Edward Aston as Superintendent of the brigade (1864 Morris and Co Directory).

By 1896 the Fire Station in Altrincham was in Market Street with a staff of 12 men under Superintendent Frederick Youlton. The Fire bell was attached to the Sessions House and Police Station in Durham Road which had been erected in 1866.

1902 Based at the Engine House, Town Hall (Next door to the Town Hall) still with Superintendent Frederick Youlton, Deputy John Wright and 12 Men as well as a Steam Fire engine belonging to the Urban District Council. The building also housed the town's mortuary.

#####

AUDLEM FIRE STATION HISTORY

The original Fire Brigade in Audlem was formed on the 14 February 1899 at the Crown Hotel with Chairman J H Belyse and Secretary and Treasurer G U Beeston. On the 28 February there were 12 Firemen and 8 reserves on call at Mr Hassell's Shed which was rented for £2 a year. On the 100th anniversary of the Brigade a plaque was unveiled at the station by the Chief Fire Officer Dennis Davis O.B.E. on the 31 May 1999.

In 1905 the Steam Pump "Jubilee" was moved to the Audlem Public Hall with horses stabled at the Crown. It was also used as the local Hearse with the top removed when it was needed to fight fires.

In 1926 the brigade tried unsuccessfully to motorise the steam pump and in 1934 the public were approached to purchase a new Motorised Pump.

In 1954-5 a new fire station was opened in Audlem at Shropshire Street.

AUDLEM FIRE ENGINES

"Jubilee" Steam Pump (c1913)

Dennis F8 (RMB996) Purchased for Nantwich then served at Audlem. Now in the Historic Collection.

Dennis F38 (FTU716B) Also at Sandbach.

Dennis R61 (UMA287R)

Land Rover (DMB901X) Last Land Rover in Duty (Not used by Cadets)

Sold at Auction without Cheshire Markings and equipment. Now in Massachusetts.

Dennis Sabre (N712GFM) At Audlem for a short time loan by Chester.

Dennis Sabre (R47FMA) 1997 Holmes Chapel / Audlem 2011 / Congleton / Alsager 2015.

CURRENT APPLIANCES 2020

Mercedes Atego (DA54YUB) 2005

Vauxhall Brava 4x4 Support Vehicle

#####

BEBBINGTON FIRE STATION HISTORY

In 1896 the fire station was situated in Higher Bebbington.

By 1902, there were two fire stations in the town one at Higher Bebbington which was run by the Urban District Fire Reel Station Higher Bebbington and one at Lower Bebbington run as the Urban District Fire Station and Mortuary, Grove Road, New Ferry.

The station later became part of the Wirral in Merseyside.

BEBBINGTON FIRE ENGINES

Dennis F12 (VTU645) Served at Wilmslow/ Bebbington / Chester

#####

BIRCHWOOD FIRE STATION HISTORY

Part of Warrington New Town it is close to the M62 and M6 and the station was built in 1980 with an official opening by W T Edwards (Chairman of the Fire Brigade and Public Protection Committee) on the 26 January 1981 at Ordnance Avenue, Cirkwood WA36QS.

In 2011 the station became a 24 hour whole time station with night cover provided by On Call personnel.

In 2017 Fire-fighter Vicki Griffiths had a serious accident in her local gym leaving her disabled from the waist down. Cheshire Fire-fighters started an appeal to help her with fundraising events all over the county. Events included a bike ride to all the stations in Cheshire on the 26-27 June 2017. (#forvicki)

BIRCHWOOD FIRE ENGINES

Bedford (CLG510S) Heavy Rescue Vehicle

Dennis RS133 (WFM466W) (about 1983)

Range Rover Light Rescue Vehicle (6 Wheel) (DMB67S) Originally at Warrington

2002? Mercedes Atego (DA52YZJ) 2002 New

2017 Iveco (MX05LLK) Van with ladders etc. Was at Stockton Heath / 2017 became a reserve appliance.

Unkn Red Cross Vehicle (Volunteer unit)

CURRENT APPLIANCES 2020

2019 Scania (MX19EWJ) 2019 New

#####

BIRKENHEAD FIRE STATION HISTORY (Now Liverpool)

In 1836 Birkenhead had a Police Force which was overseen by the Watch Committee who in 1837 decided to devote part of their time to a Fire Brigade and equipped a Police Fire Brigade with a hand drawn manual engine which was rarely used in 1838 according to a local history of the town.

In 1843 several insurance offices offered to pay for a new Horse drawn appliance at a cost of £200. This was delivered in June 1844 and was housed in the stables of a Mr Gough at the Woodside Hotel for which he was paid 5 shillings a week.

In 1846 Birkenhead acquired its first purpose built Fire station which was situated by the Town Hall on Hamilton Street and next to the Police Station who were still manning the equipment.

In 1855 one of the Insurance companies purchased a new fire engine for the town on the understanding that no charge be made when attending a building insured with them (Possibly the "Royal" Insurance company based in Liverpool). By 1861 the engine was upgraded to a Wheeled Escape, purchased from Merryweather and Sons of Greenwich Road, London, with the Head Constable in 1872 asking the Watch Committee if they could purchase a Steam Fire Engine. I'm not sure if they couldn't afford a new appliance or just didn't want to get one but it wasn't until March 1895 that it finally arrived in the form of a H D Hose Tender with two horses followed in April by a Merryweather Steam Fire Engine and 3 escapes.

Birkenhead decided that it needed a sub-station in the town and in 1878 they opened one on Greenway Road, Tranmere which was equipped with a Reel Cart followed in 1889 by a second sub-station on Dale Street.

By now towns and cities were employing professional firemen and it was suggested in September 1893 that the Watch Committee appoint a full-time Superintendent of the Brigade and on the 1 December 1893 Mr W J Monk from the London Fire Brigade was appointed to the post with a salary of £120 a year plus a house to live in and free coal and gas.

The arrival of the Merryweather Steam Fire Engine, which was named "G.S. Oldham" after the Mayor of Birkenhead at the time heralded a new era for the town as the Mersey Docks and Harbour Board agreed to build a two reel Fire Station on the Dock estate and fund 6 police constables for fire duty.

In 1895 the new Birkenhead Fire Station was built in Borough Road with room for officers, men and four horses which were stabled there. The station contained two vertical Greenwich Steam Fire Engines, one manual, horse-hose-carriage and fire escapes etc, all fitted with the necessary accessories for working same, by Messrs. Merryweather and Son of London; Electrica appliances by Messrs. W.A. Shaw and Co of Stockport.

On the 5 May 1895, the Police separated from the Fire Brigade with the second engine moving to Hamilton Street with the Dockland Force staying as they were with payments by the Dockland Company. In November 1895 Birkenhead installed 34 Street Fire Alarms which were connected to the telephone system which had also been made available to call out the brigade and for calls to be made to the exchange who would then call the firemen.

9 December 1895 also saw the opening of a station at Whetstone Lane which replaced the stations at Hamilton Street and Dale Street.

In 1896, the Superintendent of Borough Fire Brigade was William J Monk.

1896 FIRE OFFICERS (Kelly's Directory)

Police Inspector, Inspector of Hackney Carriages, Inspector of explosives and

Fire Brigade Superintendent = William Bennett of 41a Price Street, Birkenhead.

Superintendent William J Monk

Assistant Superintendent Henry Beckwith

Head Coachman Edward Roberts

In 1900, Birkenhead received a new Merryweather Steam Fire appliance (HD Chemical Engine) and a 2nd Steamer also by Merryweather and Son which was named "Thomas Cook".

Kelly's 1902 Directory lists the station containing two new vertical Greenwich Steam Fire Engines, one horse tender and fire escape combined, horse hose-carriage and fire escapes etc. by Messrs Merryweather and Son of London. The station also had electric appliances by Messrs W.A. Shaw and Co of Stockport. The station was run by Superintendent William H Smith and by 1902 was based at Wherstone Lane with Assistant Superintendent Henry G Morrison and 16 Men.

In 1903 a Bayley Escape appliance was delivered.

In 1904 a twin Cylinder Merryweather Chemical 'First Turn' engine delivered.

In March 1910 Birkenhead took delivery of its first Motor Appliance a Dennis N Type pump.

Feb 1912 A Leyland appliance with a Morris Ajax escape ladder.

28 Dec 1915 a second Dennis N Type Motor Appliance was delivered.

During the years of the First World War many of the old horse drawn appliances were sold off for scrap to make way for the new motorised vehicles.

On the 11 November 1918 during the Armistice Celebrations a Maroon (Firework) exploded, killing fireman James Williams.

In 1927 the North End Sub-station was opened on Laird Street with 2 bays and 8 Fire Brigade Houses.

In January 1929 a Leyland FE2 Motorised appliance was delivered.

During Bonfire night events on the 5 November 1935 , firemen were stoned and their horses were cut while attending an out of control fire in the Watson Street area.

The Second World War was not without incident with over 187 calls being made in 1940 and on the evening of the 3-4 May 1941 a fireman was killed when a bomb which had been dropped on a golf club exploded while it was being attended to by the brigade. The explosion also destroyed the attending fire appliance.

On the 18 August 1941 Birkenhead became part of the National Fire Service (NFS FF26) which lasted until the 1 Apr 1948 when the County Borough of Birkenhead Fire Brigade was formed.

In 1950 the Government "Home Office" offered grants for new appliances with their own list of appliances, however Birkenhead decided to choose its own appliance and opted for an AEC with a Meadows Engine.

On the 2 December 1960 the Council accepted a grant for a new Fire Station at Woodchurch Road Upton which opened in May 1962, replacing the Lair Street Station.

On the 28 March 1973 another new 8 bay station was opened in Exmouth Street by Alderman J H Roberts to replace the 78 year old Whetstone Lane Station.

On the 1 April 1974 Merseyside County Fire Brigade took over the area turning their call signs into West 1 and West 4 stations.

Today the station is part of Merseyside Fire and Rescue and from 2003 has been based at Exmouth Street, Birkenhead, Liverpool CH41 4AX.

(Information from various sources including the Merseyside Fire and Rescue Services website 2011)

BIRKENHEAD FIRE ENGINES

Various hand carts

1895 Merryweather Steam Fire Engine

1900 Merryweather Steam Fire appliance (HD Chemical Engine)

1900 Merryweather Steam Fire Engine "Thomas Cook".

1902 Greenwich Steam Fire Engines

By 1902 an electric appliance by Messrs W.A. Shaw and Co of Stockport.

1903 Bayley Escape

In 1904 a twin Cylinder Merryweather Chemical 'First Turn' engine delivered.

March 1910 Dennis N Type pump.

Feb 1912 Leyland appliance with a Morris Ajax escape ladder.

28 Dec 1915 Dennis N Type pump (2nd Appliance)

Jan 1929 Leyland FE2

20 Mar 1939 Leyland FK6 (BG7075)

1950 = AEC with a Meadows Engine.

1973= Commer Foam Tender

2010 = Volvo FL10 (DK59BTU) Bronto Skylift Combined Platform Ladder.

#####

BOLLINGTON FIRE STATION HISTORY

Albert Road, Bollington SK10 5HS

BOLLINGTON FIRE ENGINES

Dennis F28 (840YTU) Originally at Macclesfield

Dennis R61 (UMA286R)

Land Rover 109 (DMB907X) also at Poynton now in the Historic Collection.

Land Rover L4P (AMB586B)

Land Rover L4P / Carmichael Redwing (Box) (AMB588B) Preserved in private collection.

Land Rover L4P (Open Back) Light Fire Vehicle (ECA65S) Also at Crewe and Wilmslow

Mercedes 1124 (L969TFM)

Dennis Sabre (N713GFM) 2008 Also at Warrington.

Dennis Sabre XL (V898JMA) 1999 This moved from Wilmslow to Bollington.

Vauxhall Brava Fogging Unit (DA51XTO) / Changed to an Animal Rescue Unit by 2015

CURRENT APPLIANCES 2020

2020? = MAN L2000 Plastisol (DK08AHV) 2008 New

BROMBOROUGH FIRE STATION HISTORY

1896 and 1902 Based at Bromborough Pool with Charles Ellis (Secretary)

CHEADLE FIRE STATION HISTORY

CHESTER FIRE STATION HISTORY

Chester has the oldest documented fire brigade within Cheshire with the “Corps of Vigils”, Rome’s own Fire Brigade being sent to join the Twentieth Legion at Deva (Now called Chester).

- 1471 In 1471 the City was almost destroyed by fire and by 1700 the timber buildings in the area caused so many fires that the city purchased five fire engines and put them in their own building opposite what is now the Town Hall. This Fire Force was run by the local Police, but they soon wanted to leave these duties behind to concentrate on crimes and so in 1863 the Cheshire Volunteer Fire Brigade was formed.
- 1803 The 1803 Chester Police Act put the Police and Fire brigade under the same umbrella establishing a Watch Committee to look over the services.
- 1855 A proposal was put forward to separate the Police and Fire Brigades but nothing was done about it.
- 1862 A Fire at the Chester Town Hall in December 1862 led to a sub-committee being formed in July 1863 to consider the reorganisation of the Fire Brigade.
- 1863 In September 1863 the Cheshire Volunteer Fire Brigade was formed by a number of local tradesmen.
- 1866 On Wednesday the 3 January 1866 at 1.10am a large fire took place at Crewe Hall with fire brigades from Crewe, Sandbach, Nantwich and Chester turning up to tackle the blaze to no avail.
At 1.10am Hungerford Crewe the owner of the hall retired to rest but smelt burning and called his valet to look into the matter, a suspicion well founded as indeed the hall was on fire. It was said that the fire had originated in the heated air pipes and by noon only a small part of the building was left standing.
(See also Sandbach Fire Station History)
- 1883 In about 1883 the brigade became known as the “Earl of Chester’s Fire Brigade” and was stationed at Northgate Street.
- 1896 In 1896 Alfred Clemence was Captain and Treasurer with Lieutenant G Harrison (Secretary), John Shone or John Stone (Superintendent) with 3 Sergeants and 19 Men.
- 1902 In 1902 (Kelly’s Directory) the Volunteer station was still based at Northgate Street with Captain Alfred Clemence (And Treasurer), Lieutenant J Williamson (Secretary), Superintendent John Stone (of 8 King Street, Chester) with 3 Sergeants and 19 Men.
- 1908 The Earl of Chester’s Volunteer Fire Brigade formed a guard of honour as the Prince and Princess of Wales (Later King George V and Queen Mary) visited Chester Town Hall.
- 1911 In 1911 “Earl of Chester’s Fire Brigade” moved into a new station also in Northgate Street. Northgate Street housed 3 Horse Drawn appliances – a Seam Pump, a Manual Pump and a Horse Tender) and Two Hand moved 2 wheel escapes (Ladders).
- 1914 The Volunteer Fire Brigade known as the Earl of Chester’s Volunteer Fire Brigade was disbanded with its assets being handed to the Chester Council on the 2 July 1914.
In 1914 the name was changed to the “City of Chester Fire Brigade” with the Council taking over the funding of the brigade when it officially took over on the 20 July 1914.
- 1915 In 1915 they acquired their first motor appliance at a cost of £1070.00 from John Morris and Co and included a 50 foot wheeled escape ladder and a 600gallon per minute pump.
- 1926 20 October 1926 the Fire Brigade formed a guard of honour when the Prince of Wales (Later Edward VIII) visited Chester.
- WW2 During WW2 the brigade had Three Dennis Appliances and two ambulances housed at their station in Northgate Street. It was also at this time that the National Fire Service was formed to co-ordinate areas by joining forced together including all of Cheshire. This new service also opened a number of smaller stations in the Chester area to allow more coverage and if that main station was destroyed by an air attack other stations could still cover fires in the City.
- 1948 In 1948 responsibility for the Brigade was passed to the Local Authority and the

- “City of Chester Fire Service” was formed with 5 appliances including an 80 foot turntable ladder.
- 1971 In 1971 the Brigade moved to its new station at St Anne Street, Chester (CW1 2HP) just off the inner ring road.
- 1974 On the 1 April 1974 a new “Cheshire Fire Brigade” was formed and the Chester Fire Service (Chester City Council) was swallowed into this new organisation.
- (2016) Station Manager Phil Minchew

CHESTER FIRE ENGINES

Shand Mason Steam Wagon
 Dennis TL (GLW433)
 Dennis Light 6 (EFM808) (Now in Merseyside Heritage and Education Centre (Oct 2012))
IN SERVICE AT THE SAME TIME
 AEC TL - Ladder (R3624FM)
 Dennis F7 (LFM200) Restored. Purchased about 1947.
 Dennis F8 (VFM77)
 Dennis F24 (981DMA) Originally at Chester then at Runcorn.
 Dennis F28 (1818FM)
 Bedford (34GFM)
 Land rover (SXF739)

NEXT

ERF (CTU542N) Later at Widnes
 Dennis F49 Emergency Tender (HDM743N)
 Dennis F108 (FLM673J) (Later at Ellesmere Port)
 Dennis F108 (UFM379K)
 Dennis F125 HP (WFM465W) at Chester about July 1986
 Dennis RS133 (A359VFM) at Chester about July 1986
 Dennis RS133 (SDM859V) Sold at Auction in 1995.
 Dennis SS133 (E457XLG) Now in Preservation
 Scania ALP (E717SON) Now at Christchurch New Zealand.
 GMC Rescue Tender (F369KTU) Now a Hazmat Unit
 Mercedes 1124 (K620KMB)
 Mercedes 1124 (L968TFM) By 2006 it was the reserve engine at Crewe.
 Mercedes (L968TFM) Moved to Chorley and now in Latin America.
 Dennis Sabre (V897JMA) at Chester 1999 / Tarporley / 2017 no longer in the fleet.
 Mercedes Atego (DA52YZH) originally at Northwich.
 Scania P320 (PO12HVA) 2012 / Chester / 2017 became a driving training vehicle at Winsford.

CURRENT APPLIANCES 2018

Scania P320 (MX65BCE) (2017)
 MAN (DG53FYX) Incident Response Unit
 Ford Ranger (DK56JYO) Water Rescue Unit (Water Rescue Boat and 4x Wheel drive car)
 Volvo FL10 Bronto (Trade name for an extendable platform like a Snorkel) (N65DEM) 1996
 Originally belonged to Merseyside Fire Service
 MX16JDU (2016) SCANIA 26T ROSENBAUER HP PLATFORM

CURRENT APPLIANCES 2020

Scania (MX67JUC) 2017 New
 Rosenbauer Hydraulic Platform (MX16JDU) 2016 New

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CLEMONDS HEYFIRE STATION HISTORY

New 2017?

#####

CONGLETON FIRE STATION HISTORY (Info from Congleton Museum +)

1714 On the death of the Queen, George 1st was crowned king. It is usual for the bells of the town to be rung, however the Tories in the town would not allow this to happen and so the Whigs were forced to ring the bells. However, the Tories had strung together the alarm bell with the peal and so when they rang the bells the Fire alarm also rang causing the townsfolk to assemble, to find out what was happening.

- The Tories then grabbed the Whigs and paraded them through the town like criminals.
- 1765 Congleton's Fire Brigade purchased "Old London" a second hand engine for 2 guineas with money donated by the Congleton Lighting and Improvements Committee (Opened in 1754) and was a 12 Man Hand Drawn Pump.
- 1780 A second appliance called "Globe" (named after the London, Liverpool and Globe Insurance Company) was stationed in **Back Park Street** run by 15 Volunteers (a 28 Man Hand Drawn pump)
- 1858 A new Fire station was opened in Tanner Street for the Corporation Brigade.**
- 1861 A new Fire Station was opened in Back Park Street for the Volunteer Brigade**
A Volunteer force was formed in December 1861 and by 1896 had 15 Members and an engine which had been presented by the Liverpool and London Globe Insurance Company, and is under the control of their local agent with the fire engine station being in Back Park Street, Congleton.
- 1890 "Victoria" a Horse Drawn manual pump was purchased from William Rose and Co Metropolitan Works in Salford for 105 (What is not listed – possibly pounds).
It was stored at the Market Place.
- 1896 The Corporation Fire Brigade consisted of 19 Men with an engine kept at the Market Place with Captain George Banks.
The Volunteer Fire Brigade in Back Park Street was under Captain John Eaton.
- 1900 Opened in Park Street (Behind the Town Hall) Volunteer and Corporation stations merged.**
"Victoria" moved into new station and was joined by another pump in 1911.
In 1902 the Corporation Fire Brigade consisted of 17 Firemen with three engines and a horse cart which was kept at the Market Place.
- Dec 1911 "George" a Shand Mason Steam Pump named after George Banks the Captain of the Volunteers and was drawn by Three horses.
- 1914-18 The publican of Ye Olde Kings Arms in Congleton has a son called Alfred Norman Parkes. He was born in Alsager 1905. Alfred's family were in the publican business from his early days starting at the Commercial Hotel in Crewe and then to the Black Bear in Sandbach. In 1909 the family were running the Kings Arms in Congleton and in 1912 A.N. Parks Joined his father as the publican at Ye Olde Kings Arms in Congleton apart from the Great War years he was there until his retirement until 1972. During the War Alfred Norman Parkes served as a Fireman for Congleton Fire Brigade.
- Unkn A Small Hand drawn pump was used alongside the above. In July 1927 it was offered to the Gas Works Maintenance Department.
- July 1920 The Congleton Corporation was confronted with forming a new fire brigade when the current members all decided to resign after the Corporation failed to settle negotiations for increased retaining fees. The Captain and crew tendered their notice at a Monday meeting with it taking effect on the 10 August 1920.
At the end of July 1920 the Congleton Town Council met to discuss the resignation of the whole brigade and as it dawned on them that they would be without fire cover they gave in to their demands and the fire-fighters withdrew their threat to resign.
- 1926 DENNIS Solid Tyre Trailer Pump was purchased for £400 by J H Banks and was pulled by various vehicles including a Ford T Van.
- April 1932 Captain George Banks was authorised to buy a new pump and purchased a second hand "Charabanc" which was converted into a unique fire engine at a cost of £300 by a firm in Stoke.
It carried 14 Firemen and could tow the Dennis Pump.
- Aug 1934 11am Fire in Bridge Street, Congleton at "Johnny Howarth's Newsagents" which was owned by Councillor J T Howarth (Later Alderman) and was a sweet shop that left a smell of burnt toffee.
The shop next door was "Hepworth's" which was managed at the time by Mr Osborne whose son Bill remembered that as the fire took hold the family were evacuated from the building until it was under control. This was the second fire in three years at the house and was remembered by the townfolks not only because of the flamboyant Councillor (Later Billeting Officer in WW2) but also there was a lack of water available to put out the

fire. A supply was later available via the Bosley "Hug Bridge Scheme" but on a Sunday Morning in August 1934 the people of Congleton were boiling their kettles and consuming large amounts of the much-needed liquid for firefighting.

Mrs Lancaster raised the alarm after seeing smoke coming from the back of the shop where Cllr Howarth kept his Celluloid toys. Mrs Lancaster, Cllr Howarth, Sgt PS Wakefield (Policeman) who was on duty at the fountain where he was directing traffic and bystander Hugh Towers all tried to get water to put out the flames but no water was forthcoming from the taps. Had they managed to get a bucket or two they could have saved the building and the failure of the mains when the fire brigade attached their hoses also stopped them from extinguishing the flames which could have been out in 10 minutes had they worked. After many generous gifts and kindness Councillor John T Howarth was able to get a new supply of newspapers and opened a new shop the following week in 6 Mill Street.

The Congleton Chronicle the following Friday published an account of the proceedings.

(11am) Anticipation as Councillor Haworth waited outside his shop.

11.15am Firemen ran out their hoses

11.25am Vexation as Hydrants in nearby Little Street and the Fountain at the bottom of Swan Bank failed to provide any water and so the fireman's hose had to be disconnected and coupled to a trailer pump to take water from the nearby Howty Brook.

11.50am Resignation as firemen realised, they were powerless to check the outbreak.

12.05pm Conflagration as the Firemen still relying on water from the brook, when the fire was at its worst as flames rose from the roof and licked Hepworth's shop next door.

By now the fire was so intense that it was setting off fireworks in the building and shattering windows.

1pm Devastation when fire brigade had at last got an adequate supply from a Main in Antrobus Street and the bottom of Wagg Street and could finally show what they could do.

3pm Desolation when the smoke had cleared and the extent of the damage could be seen. The building was gutted. Two canaries also perished in the fire.

1939 to 1945 WORLD WAR 2 Auxiliary Fire-fighters.

The 30 or so members of the Auxiliary Fire Service in Congleton included Frank Nadin of Willow Street, Congleton (by 1979 he had moved to Banky Fields Crescent, Congleton) where he lived with his wife Nancy. At this time the appliance was based at Royle Street where the Congleton Glass shop is now situated and when a raid took place in Birmingham, Liverpool or Manchester the Auxiliary Firemen were called out and sent to the City to help with fire-fighting. When they arrived at the Blitzed City you could not move for fire appliances called in from all over the country. The citizens were seen evacuating the area as they arrived and on a number of occasions bombers were still dropping their loads while Frank Nadin and his colleagues were underneath.

Ronald Wood who at this time worked for the Congleton Auxiliary Fire Brigade lived in Wags Road, Congleton (By 1979 he had moved to Nottingham) and during the day worked at the Wags Road School as a Handicraft Teacher. He remembered that not only was the AFS at Royle Street but also had an appliance at Buglawton and by the Congleton Railway Station.

A Picture from 1940 shows a number of Fire-fighters in Black Uniforms with Tin Helmets but Officers were in their Civilian Clothes as their Uniforms had not arrived until later in the war.

In Charge at the time was a Mr George Banks and used to wear a black uniform and carried a Hatchet and gas masks.

AFS (Auxiliary Fire Service) MEMBERS IN CONGLETON

George Howarth (Officer in Charge before George Banks lived at Dane-in-Shaw)

Mr Starkey (Fire Officer with George Howarth)

George Banks (Officer in Charge)

Jack Banks (Deputy Officer in Charge and Brother of George)

Mr Wood

Frank Nadin

Jim Pilling (Of Mossley)

Mr Edison

Syd Edison (Of Antrobus Street)
Tom Baxter (Who Owned Baxter's Mill in Dane-in-Shaw)
Frank Dimmock (Of Belgrave Avenue, Congleton)
Ronald Wood (Of Waggs Road)

1949 In 1926 Congleton had a new Cinema which opened in Royal Street, later called the Regal in 1949 it was destroyed by fire.

1949 1949 was also the year of a fire at the Church House Inn in Buglawton. The landlord of the Inn was Alec Napier who after the fire was back behind the bar serving drinks a few hours later.
At 10am on the Monday Morning, smoke was seen by Mrs Natier issuing from the thatched roof as she had started her weekly wash and she raised the alarm.
The Congleton Fire Brigade under Captain George Banks was soon on the scene but the roof was well alight on arrival. Neighbours, farm workers rushed to help the brigade and to take out items from the building including the alcohol, beers and minerals.
A lack of water from the hydrants meant that water had to be brought in from a canal a quarter of a mile away.
By three in the afternoon the fire was under control but three Fire-fighters suffered slight injuries. Another consequence of the fire was that the Congleton fire brigade cricket match in the local knockout competition had to be postponed.

3 Nov 1967 The Fire Station moved to West Street near the roundabout and was officially opened by Sir Arthur Vere Harvey (CBE MP).

Notable Fires in Congleton Co-op Building on Mill Street. (Poss 1960's)
Fire men were seen dragging out bodies from the burning building. However, these turned out to be shop mannequins not the bodies of trapped shoppers.

17 July 2017 On the 17 July 2015, at 9.11am fire crews were called to a village between Congleton and Macclesfield for what became known in the media as the **Bosley Mill Fire**. The incident was in a wood clip mill when a series of explosions took place creating a fire and the building to collapse. 4 people were taken to hospital and by 12midnight another 4 people were still missing. Soon after the building had been declared safe 3 bodies were recovered from the rubble with a 4th still missing by Christmas of 2015. Since then there has been no report of the final body being discovered as it could have been near the initial explosion making it impossible to discover. 23 Fire Engines were called to the incident starting with appliances from Congleton, with the retained firemen from Sandbach being called in second. In all there were 12 Cheshire appliances, 9 from Greater Manchester, 1 Derbyshire unit plus a Water Tanker Engine, 1 Staffordshire, 2 Arial Appliances, 1 Command and Control Unit, 1 High Volume Pump and 1 Environmental Protection Unit.

30 Sept 2017 Congleton Fire Station celebrated 50 years on the same site.
Past members of the brigade were invited to a celebration event. Mike McGonnell (Started in 1976), Alec Hurst (Sub Officer in 1967, .b. 1930) and Norman Monk (Started in 1967) joined current Watch Manager James Groves (.b. 1975) at the celebration which was also the date of the annual open day at Congleton.

CONGLETON FIRE ENGINES

Fordson (GGN761) 1 of 2 engines at old fire station.
AFS "GREEN GODDESS" Painted Red (NYV476) at West Street.
Dennis F12 Pump Escape (Wheeled Ladder) (RMB633) Purchased for Heswell. It is now Preserved
Land Rover L4V (Open Back) (34NMA)
Dennis F38 (WMA315E)
Dennis F45 (VLG787J)
Dennis R61 (DMB72S)
Ford CIU (DTU349S) Van now a motor home.
Dennis Carmichael SS (D687PMB) 1987
Leyland Roadrunner – Special Incident Unit (J299HCA) Moved to Crewe.
Mercedes Atego (DG53JNZ) Purchased 2003 and in August 2011 was written off in an accident / RTA.

Mercedes Atego 1124 (K629KMB) Started at Runcorn then moved to Congleton, then exported.
Mercedes Atego 1124 (L971TFM) Replacement for above in August 2011 from Northwich.
Now in Latin America.

Dennis Sabre (N709GFM) Relief engine from Widnes. Now LGB Promotion vehicle. (Temporary)
Dennis Sabre (R47FMA) Was also at Holmes Chapel 1997 / Audlem 2011 / Congleton and
is now at Alsager

FIRE APPLIANCES at Congleton 2016.

MAN (E18P1)

IVECO TRV – Van (E19P2)

MAN PM046 High Volume Pump and Horse Box (WX54VJP) in 2007 it was at Doncaster.

Mass Decontamination Disrobe Unit (Container)

CURRENT APPLIANCES 2017 -18

MAN (DK08AHV) New 2008 (Full Time Appliance)

IVECO (MX59KOD) April 2015? (Van / Retained fire appliance)

CURRENT APPLIANCES 2020

IVECO (MX59KOD) April 2015? (Van / Retained fire appliance)

Scania (MX19EWH) New 2018

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CREWE FIRE STATION HISTORY

(See below for LMS Railway and Rolls Royce Appliances)

Crewe hall

- c1843 A “Fire Coupe” was kept under the Chester Road Rail Bridge for the Railway Company to tackle fires in the town.
- 1866 On Wednesday the 3 January 1866 at 1.10am a large fire took place at Crewe Hall with fire brigades from Crewe, Sandbach, Nantwich and Chester turning up to tackle the blaze to no avail.
At 1.10am Hungerford Crewe the owner of the hall retired to rest but smelt burning and called his valet to look into the matter, a suspicion well founded as indeed the hall was on fire. It was said that the fire had originated in the heated air pipes and by noon only a small part of the building was left standing.
(See also Sandbach Fire Station History)
- 1885 Crewe Town Council had a fire brigade.
- 1880's “Crewe Works Fire Brigade” and “Volunteer Fire Brigade”.
- 1892 Ye Olde Hostellerie on Hightown housed the Crewe Corporation Horse drawn appliance owned by the Ward’s Horse Drawn Omnibus Company. (Next to the Market Hall)
The station was only eight yards wide in a Methodist Chapel built in 1847 and vacated in 1880.
- 23 Sept 1893 (Manchester Courier) Reports of a fire at the Salt Works owned by the Middlewich Dairy and Domestic Salt Company on Wednesday with fire crews from Sandbach, Crewe and Middlewich attending.
- 1895 Station at the Corn Exchange in Earl Street. The keys were kept at the Market Tavern.
Equipment presented by the Royal Society.
- 1896 (and 1902 Kelly’s Directory) Crewe’s Volunteer Fire Brigade was based at Earl Street, Crewe with 6 men under Superintendent George Eaton-Shore, Captain George Harding, Lieutenant Roberts and Lieutenant W.H. Grieves.
- 1900 Horse Drawn Steam Fire Engine purchased and named after Charles Welch the owner of the Royal Hotel and Robin Hood public houses and a major benefactor of the Brigade.
Bell rope to call volunteers and horses situated in the Market Hall.
- 1904 Temporary station in Beech Street.
- 1906 New Fire Station officially opened in the Beech Street East Corporation yard.
- 1911 Crewe Theatre / Lyceum Crewe burnt to the ground after a fire beneath the stage.
- 1920's Leyland Motors Ltd provided the first Motor Driven Fire Engine and was named “Abraham Jarvis” after a local Councillor.
- 1927 Dennis Fire engine purchased and named “Jubilee” after Crewe Corporation’s Jubilee year.
- 1939 Firemen John Alcock and Cyril Langley were killed while on an Air Raid Precautions (ARP) training exercise when on the 17 May 1939 they became trapped under their Home Office lorry and trailer pump when they were involved in an accident along with 12 other firemen from the Derby Street, Auxiliary Fire Service (AFS).
At the time Crewe has over 200 firemen in the AFS to support the

- Crewe Corporation Fire Brigade. John Alcock was 37 at the time and lived in Ludford Street and served as a retained fireman with the Crewe Corporation Fire Brigade and often represented them in fire brigade competitions as well as working as a general worker with the Crewe Corporation. Cyril Langley was 29 when he died and lived in Goulden Street and was with the AFS in Crewe, a prominent member of the Order of Oddfellows and was a fitter in the brass finishing department at Crewe Works. When the two were buried they had a public service at Christ Church with the coffins mounted on the Crewe Corporation Fire Engine with 5,000 mourners following the cortege.
- 1941 National Fire service.
20 May 1941, the Fire Services (Emergency Provisions) Act 1941 was passed through Parliament, establishing a National Fire Service (NFS)
- 1941 Colonel Officer Joseph D Entwistle was at the age of 40 when he died, he was also part of the National Fire Service and was unfortunately electrocuted at a house in Stafford Street when a hanging live cable came into contact with his steel metal helmet on the 29 November 1941.
Fire watcher William Roberts was killed when an enemy bomb hit his home in Hall-O-Shaw Street on the 8 April 1941. Aged 38 William was one of the Firewatchers who was operating on the top of the Crewe Municipal Buildings.
- 1948 Cheshire Fire Department Formed on the 1 April.
- 1966 Fire station moved from Beech Street to the Crewe Road (Nantwich Road), Macon Way Roundabout and was opened on the 18 July 1966 by the Rt Hon. Alice Bacon MP.
- 21 June 2017 BUILDING SITE OFF DUNWOODY WAY, CREWE
The Fire Brigade and the Air Ambulance were called to an incident when a crane fell on a building site on Dunwoody Way, Crewe, killing two workers and injuring the driver of the crane who was air lifted to Staffordshire.
Two other people a mother and her son were taken to Leighton Hospital and released later. A third man died in August from injuries sustained in the accident.
- 2017 Fire broke out at a disused Council Building right next to the Fire Station at about 4.30pm on the 28 September 2017.
- 2017 The future of the Crewe Fire station was called into question as the Cheshire Fire Service was forced to make cutbacks and one solution was the downgrading of the station during the night. One Fire Crew would stay as full-time personnel while a second crew currently full time would be turned into a part time retained crew like Sandbach, Middlewich and Nantwich. Newly elected MP for the area Laura Smith started protests about the downgrading of services. Plans for the downgrading were first put forward in 2013 but with increased housing and the possibility of HS2 the need for better cover was possibly needed.
- 2018 At 9.50pm on Saturday the 10 February 2018, Cheshire Fire Brigade were called to the Lyceum Theatre in Crewe as the Fire Alarm was set off during the last 10 minutes of the play "Birdsong". Once the audience had been evacuated two fire appliances from Crewe arrived to find that some tea towels had been smouldering and the resulting smoke had set off the alarm. Using a hose, the fire was quickly extinguished and a fan was used to clear the building of smoke.
Meanwhile as there was only 10 minutes left of the production on the final night the cast decided to finish the production in the car park outside making sure the audience had seen the whole production.
- 2018 In September 2018 plans were released for a new fire station and for the Cheshire Police based at Crewe to move into the same building, closing their own station in the middle of the town. Plans were however dropped in preference to altering the Fire station only.
- 2019 At 4.30pm on the 8th August 2019, the call came in to the incident centre about a fire at the Beechmere Retirement Complex in Rolls Avenue, Crewe. Initial appliances attended but it was soon clear that it was a major incident and a total of 16 appliances and 70 Fire-fighters were called upon along with the Major Incident Control Unit, two Aerial Appliances and back up caterers.
- 2020 ALTERATIONS made to the fire station.
- 2020 On Thursday the 10 September 2020 Crew Manager Steve Parker retired after 22 years at the station and 40 years in public service. Chief Fire Officer Mark Cashin presented him with a certificate and gift of a fire axe.

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CREWE FIRE ENGINES

Dennis F8 (TLG887) Started at Hoylake then moved to Crewe before it was sold to Birkenhead in 1968.

Dennis F12 (NTU930)

Land Rover L4V (YMA815)

Dennis F28 (508PLG) Also based at Winsford.

Bedford Emergency Tender (DTU912F) Control Unit.

Dennis F45 (JTU775G)

ERF (FLG649K) (Seen at the station about 1983) It was built for Chester.

Land Rover L4P (DDM336S)

Dennis R61 Emergency Tender (EFM560S)

Dennis RS133 (SDM556V) Started as a Water Ladder then was converted to a Foam Tender and has been the low loader for the Heritage Steam Pump.

Dennis RS133 (HFM708X)

Dennis RS133 (HFM711X)

Bedford CF (A320RFM) worked at Crewe, Middlewich and Warrington as a Special Incident Vehicle. It was later converted to an Ice Cream Van.

Dennis RS133 (E459XLG) Went to Poynton.

Land Rover L4P (ECA66S) Painted White

ERF 50 foot Snorkel PHP (NMA397P) Originally based at Crewe (1975). Moved to Warrington prior to March 1983. This ERF has a standard base with a hydraulic platform on top.

ERF (TCA861R) Also at Warrington

GMC 4x4 (F368KTU) Rescue Tender. Now used at the Falklands International Airport.

Leyland DAF DCU (J299HCA) Damage Control Unit./ Special Incident Unit at Congleton

Mercedes (K631KMB)

Mercedes 1124 (L968TFM) Originally at Chester and by 2006 it was the reserve engine at Crewe.

Mercedes (L973TFM)

Dennis Sabre (N707GFM) Winsford / Crewe / 2017 No Longer in the Fleet.

Dennis Sabre XL (V895JMA) 1999 At Knutsford, Crewe and Frodsham.

Mercedes Hazard Management Unit / Van (DA52YZF)

Scania P320 (PO11FZR)

Mercedes Atego (DG53JNX) 2003

Leyland DAF BA Command Unit (J781HCA)

Scania P320 (PO11FZR) New 2011

CURRENT APPLIANCES 2020

Scania P320 (MX67JUE) New 2017

Scania P320 (MX21EFW) New 2021

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CREWE LMS Railway and Rolls Royce Appliances

LMS RAILWAY

Dennis Light Four (CNK496) Model Available from Oxford Diecasts

ROLLS ROYCE

Dennis F8 (TLG328) Was also at Nantwich. Now in Transport Museum in St Helens.

Dennis F38 (MTU317H)

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DUKINFIELD FIRE STATION HISTORY

1896 Kelly's Directory has the Duckinfield Fire Station, District Council Offices, King Street with Superintendent Joseph Summerfield.

1902 Based at the Town Hall with Superintendent James Hensky.

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EGREMONT FIRE STATION HISTORY

1902 Based at Manor Road, Liscard with Superintendent Edmund Brown.

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ELLESMERE PORT FIRE STATION HISTORY

30 Pump incidents in 1970 at Frosts Flower Mill.

Peckforton Castle 19 June 2011 (20 Pumps).

Bosley Fire 18 July 2015 (Mercedes Atego DA02OZX and Scania PO12HVB attended from EP the following day of the fire on the 17 July 2015)

ELLESMERE PORT FIRE ENGINES

Dennis F7 (MMB450) Later put into the reserve fleet.

Dennis F8 (RMB475) Also stationed at Wilmslow

Bedford Foam Tender (402HMB) Lorry

Land Rover L4T (422RMB) with ladder.

Dennis F24 Pump Escape (371YMA)

Dennis F38 (BMA536B)

ERF Bulk Foam Tanker (NKF470F) made from a concerted Fuel Tanker.

ERF Hydraulic Platform (JMB350G)

ERF Pump engine (KMA152L)

Dennis F49 Water Ladder (XMB497M) Delivered to EP before 1 April 1974

Dennis F131 (VTU433R) Originally based at Widnes

Dennis R61 (DMB70S) Converted to a Cherry Picker.

Dennis Delta 2 Foam Tender (EFM561S) Moved from Warrington to Ellesmere Port

Dennis Delta 2 Foam Tender (EFM562S) Moved to Frodsham after FFM561S moved to EP.

Dennis RS133 (A360VFM) Seen at EP 13 July 1986.

Dennis RS133 (SDM558V)

Dennis Sabre (N708GFM) 1995 Originally based at Ellesmere Port it moved to Macclesfield.

Leyland DAF (J781HCA) Special Incident Unit / Damage Control Vehicle 2003 / B.A. Unit 2010.

Mercedes 1124 (K622KMB) about 2002

Mercedes 1124 (K630KMB) Arrived at Ellesmere Port in 2004

MAN (DK08AHV) Now at Congleton

ERF EC8 Foam Tanker (P136RMA) (2005)

Mercedes Atego (DA02OZX) (2002) / 2017 moved to Malpas.

Scania (PO12HVB) (2012)

MAN PM184 (WX54VTY) Environmental Protection Unit

Scania P320 Foam Unit (PE63OUO)

SCANIA / POLYBUILT P320 DB4X2 Light mast (2017) (MX17GAO)

CURRENT APPLIANCES 2020

Scania (PO12HVB) New 2012

Scania (MX17GAO) New 2017

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FRODSHAM FIRE STATION HISTORY

By 1914 Frodsham had its own Fire Brigade with Major W.G. Linaker Superintendent and 11 Men.

In the 1930's Frodsham purchased a Dennis Pump (DTU862) which during WW2 was used by the National Fire Service and returned to the town afterwards. During 1939-45 the village brigade was entirely made up of female Fire-fighters from the Land Army who won a national pump contest during their time with the brigade.

In 1974, Frodsham became part of the Lancashire brigade along with Widnes and Warrington.

In 1978 a new station was built with the firemen becoming full time rather than a retained brigade but falling "Shouts" meant another reorganisation and in 1996 the station returned to a retained station.

FRODSHAM FIRE ENGINES

Dennis Pump (DTU862)

Thornycroft (NTU606)

Thornycroft (NTU607)

Dennis F28 (509PLG)

Land Rover (JJD269D) Ex Home Office it was a Search and Rescue Vehicle with Frodsham.

Dennis F38 (FTU332B) Started at Knutsford then at Frodsham.

Bedford Control Unit (TMB502R) Was at Chester then Frodsham in 1985.

Dennis R61 (DMB71S)

Dennis RS133 (A361VFM) (1986)

Mercedes 1124 (K623KMB)

Dennis Sabre (N710GFM) 1995 became a reserve appliance / 2017 No Longer in the Fleet.

CURRENT FIRE ENGINES 2018

Dennis Delta 2 Foam Tender (EFM562S) Moved to Frodsham from Ellesmere Port.
Dennis Sabre XL (V895JMA) 1999 At Knutsford, Crewe and Frodsham.
Iveco Light Fire Appliance (MX05LLM) 2005 / 2017 Knutsford

CURRENT APPLIANCES 2020

Scania (PO13AZN) New 2013

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FRODSHAM COLLECTION

The station is also the home of a collection of preserved vehicles.
Weaver – Northwich Urban District Council 19th Century Horse Drawn pump.
Horse Cart from Winwick Hospital near Warrington
Dennis Trailer Pump WW2 Vintage
Austin Gypsy (UCR934) from Newquay in Cornwall.

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HIGHER BEBBINGTON FIRE STATION HISTORY

In 1902 there was a Higher Bebbington Urban District Fire Station / Urban District Fire Reel Station.
(See also Lower Bebbington)

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HOLMES CHAPEL FIRE STATION HISTORY

There has been a Fire Brigade in Holmes Chapel since the 1800's when newspaper reports start to show incidents they have attended. Like Sandbach there is currently no actual start date but below are a few of the incidents reported.

In July 1753 a fire destroyed fifteen of the nineteen buildings in the Village of Holmes Chapel leaving only the Church, Old Red Lion and two cottages. There is no mention of how the fire was put out but it is unlikely that it was a fire brigade for under twenty houses in the area.

1858 is the possible start of the Holmes Chapel Fire Brigade as a report in 1933 stated that helmets had been issued to the personnel but not uniforms 75 years previously putting it at 1858.

In 1866 there was the first reference to a Fire 'Engine' in the local papers.

A report in the local newspapers of the 6 November 1875 (Sat) reported that there was a fire on Monday (1 November 1875) at Five O'clock at farm buildings owned by Mr Joseph Booth of Church Hulme. Mr Booth's servant Mary Reyner raised the alarm for the Fire Brigade to attend the incident which was caused by a steam train passing by and hot embers from the train landed on the farm building. (*Article in the 6 Nov 1875 Cheshire Observer Page 7*)

The report in the local newspapers of the 3 and 6 November 1875 reported that the fire was put out by the Holmes Chapel Fire Brigade, the first mention of a building fire caused by cinders from the railway. Due to the wind fanning the fire large quantities of wheat, oat, hay, potatoes and agricultural implements were destroyed. Mr Booth was insured by the Norwich Union who valued the damage at £350.

On the 1 July 1882 (8 July 1882 Date of Nantwich / Crewe Guardian Newspaper) there was a Hay Fire at Cranage Hall Farm attended by Holmes Chapel Fire Brigade. Sergeant Royale of Holmes Chapel Police and PC Weaver (Cranage Police) were in the neighbourhood and observed the flames rising upwards from a 20 ton hay stack worth about £20 but by the time the appliance had arrived most of the hay had been destroyed.

The Alderley and Wilmslow Advertiser of Friday the 22 May 1885 and Northwich Guardian of Saturday 23 May 1885, reported about a meeting of representatives from various local boards in the district at the Town Hall in Middlewich on the previous Wednesday (20 May 1885). The Middlewich Local Board called the meeting to see if some uniform charge could be adopted in regard to fire brigades.

The Rev H G Barnacle said that since he had been connected with the Holmes Chapel Fire Brigade he had had some dispute with the insurance company on every occasion that there was a fire. They had objected to pay the firemen (1/-) 1 shilling and hour.

Winsford and Middlewich seemed to charge similar fees with Holmes Chapel's Captain of the Fire Brigade being paid 3shillings and hour and the Sub Captain being paid 2/6d. The Firemen received 2 shillings (2/-) per hour during the whole time while their pumpers received 1 shilling (1/-) for the first hour and 6d per hour afterwards with the brigade being kept up by Voluntary subscriptions.

Middlewich firemen were awarded a yearly salary.

It was thought that two fees should be paid with one being for local area fires and another for out of district attendances.

The Rev H G Barnacle said that there had never been a fire in Holmes Chapel but he had had a tassel with the insurance company and they had agreed to pay the Superintendent of a brigade 3/- for the first Hour and 2/6d per hour afterwards with the Captain to receive 2/6 for the first hour and 2/- for each succeeding hour.

There was also an objection about the amount of beer available to the men (Pump men were offered beer as an incentive to man the pumps) and the Rev H G Barnacle knew of a place where it was impossible for eighteen barrels of beer to have been drunk, and the insurance company objected to paying £40 odd for bread, beer and cheese.

Mr Cross proposed a suggestion with a new rate of 2/- per hour for Firemen in the first hour and 1/- per hour afterwards be adopted by all authorities (Carried). It was also suggested that a fee of 9d be paid to extra men engaged as pumpers at an incident for the first hour and 6d per hour afterwards. This was discussed and after a hung vote the chairman cast his vote in favour of the men being paid 6d per hour during the whole time they were engaged.

CHARGES FOR ATTENDING A FIRE (Insurance or Private Owners)

Holmes Chapel 3/-

CHARGES FOR FIREMEN

Holmes Chapel 2/- Per Hour

CHARGES FOR PUMPMEN

Holmes Chapel 1/- First Hour then 6d for each extra hour.

CHARGES FOR USE OF FIRE ENGINE (Before

Holmes Chapel £2/2/- to subscribers and £3/3/0 for non subscribers whilst in use.

CHARGES FOR USE OF FIRE ENGINE (After a meeting in Middlewich)

£2/2/- for the first two hours then £1/1/- for every succeeding two hours or fractional part of two hours.

Any Damage to the Fire Engine or Horses would be the responsibility of the parties hiring the same.

In 1885 the Fire Brigade from Holmes Chapel took part in the May Day Celebration alongside the Winsford Brass Band.

In the Alderley and Wilmslow Advertiser of the 26 November 1886, a certain Insurance Company was being asked to settle the account of the Holmes Chapel Fire Brigade implying that they were being paid by insurance companies to attend fires at this time.

A report in the Congleton and Macclesfield Mercury of the 31 May 1890 tells of a fire at the archway leading to where the coaches used to run in the old staging days with the fire brigade aroused by the ringing of the church bells.

On the 26 November 1890, a fire took place opposite the Bear's Head at Brereton Green. Landlord of the Bear's Head was roused by an alarm at 1am and found the stabling opposite in flames. The attention of the Holmes Chapel Fire Brigade was aroused by the ringing of the church bells and in a short time the fire engine was playing upon the flames with water. With help from neighbours the fire was out within the hour saving Horses, Cattle and implements were all saved from the flames.

In the Alderley and Wimslow Advertiser of the 15 May 1891 a report on the Holmes Chapel May Day festival on the 9 May 1891 said that members of the Holmes Chapel Fire Brigade were again taking part on their engine which was drawn by two horses lent by Mr C Lea of the Swan Inn.

In 1892 willow caught fire in the area (2020) now occupied by Sainsburys / Costa Coffee. The fire destroyed 50 dozen willow hampers and 50 tons of dry willow and a shed. The fire engine was not called out to the incident as there was no water supply to fill the pump so locals used buckets of water to deal with the incident.

1896 / 1902 / 1914 No mention of a Holmes Chapel Fire Brigade in Kelly's Directory

June 1896 there was a fire at Earnshaw Hall near Middlewich which broke out in a hay shod and notwithstanding the united efforts of the Middlewich and Holmes Chapel Fire Brigades, 40 tons of valuable hay was destroyed.

On the 15 September 1901 there was a Stack Fire at Bank House Farm, Kermincham, Cheshire which was owned by Mr Charles Staley, Jnr. Cheshire Police were investigating after it was suggested that the fire was caused by an incendiarism.

In 31 May 1912 Crewe Guardian the Rev J H Armitstead had written to the Congleton Rural Council at a meeting in Arclid suggesting that they take over the Holmes Chapel Fire engine and control of the brigade which until now had been run on voluntary lines by a committee which had found it impossible to carry on after people who had sent for the brigade had afterwards declined to pay for their services.

7 May 1915 (Date of Newspaper) Haystack Fire put out by the Homes Chapel Fire Brigade.

26 May 1916 (Nantwich Guardian, Date of Newspaper) Mention of Holmes Chapel Fire Brigade attending a fire at Cranage Wood on the Friday afternoon.

In the Crewe Chronicle of Saturday 01 November 1924 the Holmes Chapel Fire Brigade via Mr Jackson of the Parish Council said that the hose of the brigade was in need of renewing as it was in a shocking state and ten years ago had to borrow a hose from the works. Mr Plant said that they had had the same difficulty at Elworth and if there had been a fire there the hose would be inadequate. It was decided to apply for tenders for a hose at Holmes Chapel.

25 November 1926 a Motor Wagon laden with machine oil caught fire at Cranage. The wagon belonged to Mr George William Taylor of Swinton, Manchester. Unfortunately, the lorry was destroyed despite the efforts of the Holmes Chapel Fire Brigade.

26 Aug 1931 (Date of Newspaper) Lorry fire attended by Holmes Chapel Fire Brigade which put out the fire using water from a nearby pond.

The 14 January 1933 Staffordshire Sentinel reported that the Holmes Chapel Fire Brigade was to be brought up to date in the matter of engine and uniforms according to a meeting of the Congleton Rural Council yesterday when a tender was accepted for the placing of a body of a fire engine onto a second hand motor chassis at a cost of £52/10s. The Captain of the brigade stated that it had been 75 years (1858) since helmets and uniforms were provided and the clothes were either moth eaten or lost. Mr J.C. Plant observed that when the fire brigade was first instituted helmets were provided but not uniforms as it was considered that the putting on of uniform would delay the men getting away to fires. The Council would look into new uniforms.

In August 1935 the Holmes Chapel Fire Brigade applied for a new extension ladder, six lengths of hose and instantaneous coupling to connect the hoses at a cost of £25. (Crewe Chronicle - Saturday 17 August 1935) It was stated that several lengths of hose in the two boxes at Odd Rode had never been used. At Holmes Chapel they had to borrow a hose from the local wallpaper factory.

It was decided at a meeting at Sandbach on the 12 March 1937 to disband the Holmes Chapel Fire Brigade on the 30 April 1937 in view of the burden that would fall upon the parishes concerned if the whole of the fire brigade expenses were to be defrayed out of the rates. (Staffordshire Sentinel 13 March 1937)

The Crewe Chronicle of the 18 February 1939 reported the a decision had been made by the Rural Council that as other arrangements were bring made with other local authorities for fire protection in the village, notice would be given to the firemen attached to the Holmes Chapel Brigade that their services were no longer required.

(Crewe Chronicle 22 April 1939) The Chronicle reported that at a meeting of the Sandbach Rural Council it was decided to sell the old fire engine for £8/10s to Mr W R Henshaw and that the remainder of the equipment

valued at £40 10s would be retained for the time being in the fire-engine shed. It was decided to credit the Church Hulme account with the £40/10s/0

Established under a 1947 Act of Parliament the Cheshire Fire Service was formed and started its duties on the 1 April 1948 with 28 Stations in 5 Districts (Districts designated from A to E). At this time Holmes Chapel was not included in this list with Sandbach, Congleton and Middlewich covering the area.

In 1938 the Crown Wallpapers Ltd was formed (Renamed) in the Victoria Mills, Holmes Chapel having been taken over by the "Wall Paper Manufacturers" of 125 High Holburn, London run by Henry Simpson and formed in January 1900 out of 31 different manufacturers including later the Holmes Chapel Wallpaper Company in 1915. In September 1939 the company staff and records were all moved to Holmes Chapel. The Company later became Crown and then the site was purchased by Fads on Macclesfield Road. At some time between 1947 and 1952 the company sponsored the Fire Brigade in Holmes Chapel putting them in a fire station on London Road (the present site of the fire station) and they continued independently until about 1961.

The first Annual Dinner and Social Evening was held by the Fire Brigade in the town in 1952.

On Wednesday the 7 September 1955 the Third Annual Dinner and Social evening was organised by Mr Tom Parkinson and members of the Fire Brigade. The event was held at the Hollies Hotel with twenty three members present. Guests included Mr A Boulton (Chief Fire Officer of Cheshire), Alderman Gee (Chairman of the Fire Committee of the County Council), District Officer Gorrie of Crewe, Assistant District Officer Taylor, Station officer Spencer of Northwich, Mr W Stott (Wallpaper Manufacturers who sponsored the local brigade at its origin). There were also three retired members of the Holmes Chapel Fire Brigade, Mr H Hardwicke, Mr G Ashmore and Mr C Cartwright. After dinner entertainment was provided by singers Mr D Hardwicke and W A Smith.

On the 14 July 1956 (Winsford Chronicle 21 July 1956) at New Ferry Park, Bebbington the Holmes Chapel Fire Brigade took part in the Chester and District Fire Services Competition. Holmes Chapel and Radcliffe tied in the competition for any local authority retained fire brigade with both teams holding the Eddie Davies Challenge Cup for six months each. Holmes Chapel won the trophy in 1955 taking it from Radcliffe in 1954.

HOLMES CHAPEL BRIGADE MEMBERS (Who took part above)

Mr T Parkinson (Sub-Officer)

Mr D Hardwicke

Mr R Hilladon

Mr G Bratherton

Mr F Blow

Mr T Shannon

Mr R Barlow

On the 12 January 1957 the Holmes Chapel Fire Brigade held their third annual Children's Tea which was prepared and served by Madame's R Barlow, T Shannon, R Hillsdon, C Ashmore, F Blow, D Hardwick, G Bratherton and L Hulme. Divisional Officer Taylor presented each child with a gift. The party was sponsored from the Firemen's Voluntary Contribution Fund.

In the Winsford Chronicle on the 18 March 1961 it was announced that a new fire station was proposed for Holmes Chapel to replace the existing one in between the Post Office and Tiandiford Lodge.

On the 29 April 1961 the Holmes Chapel Fire Brigade held its annual dance at Goostrey Village Club (Hall) on the Saturday with music provided by Cath Jones and her Band (Sandbach Music Shop owner).

August 1962, a presentation was made to members of the Holmes Chapel Fire Brigade. Attending were Officer C Come, Sub Officer Donald Hard-Gosport and divisional officers.

On the 26 June 1963 the new Fire Station that had been built on the main street in Holmes Chapel was opened by Alderman H J S Dewes the Vice Chairman of Cheshire County Council.

Before the opening ceremony Alderman Dewes accompanied by Alderman F D Gee Chairman of the County Fire Brigade Committee and Mrs M Neild Chairman of Congleton RDC) inspected the men of the Holmes Chapel Unit.

This was the eighth new Fire station opened by the County Council since it became a Fire Authority in 1948 and the third fully retained station to be opened.

Alderman Dawes mentioned that a member of the Auxiliary Fire Service formed during World War Two Mr Ashmore has three sons now in the Cheshire Fire Brigade, one of whom was Sub Officer Chris Andrews, who was the president Officer in Charge of Holmes Chapel and the unit of 17 men.

The Crown Wallpaper manufacturer was mentioned for their co-operation over the years especially during the time of the previous fire station's demolition and the erection of the new one by providing a temporary home for the appliances. (Winsford Chronicle - Saturday 29 June 1963)

In May 1967 the funeral took place of Mr William Kitchener Street at the age of 52 after he had died suddenly at the Barony Hospital, Nantwich. He had been a transport driver for Crown Wallpaper Manufacturers in Holmes Chapel and was a member of the Middlewich Fire Brigade for 14 years and at Holmes Chapel for four years. The Fire Service formed a guard of honour at the Crematorium.

Mourners included members of the Middlewich Fire Service, Sub-officer Farmer, Leading Firemen Latham, Leading Fireman Ward, Fireman Healey, Fireman Bannerham, Fireman Simpson, Fireman Beech and Fireman Moss.

Holmes Chapel Fire Service, Sub-officer Christopher Ashmore, Leading Fireman R Hillsden, Firemen D Ashmore, Fireman A Broughton, Fireman A Bratherton, Fireman E Hollinshead, Fireman N Barlow, Fireman L Hulme.

Northwich Fire Service, Station Officer Jones.

Altrincham Fire Service, Sub Officer Ashmore.

C District Headquarters Divisional Officer Barton.

In 1968 (May or June / 6 June 1968 Crewe Chronicle) the men of the Holmes Chapel Fire Brigade won the Cheshire County Brigades water tender pump drill competition at Northwich which will put them forward to the international county brigade competition on the 15 June when they compete against the Staffordshire Brigade winner at Stafford. .

In the Crewe / Nantwich Chronicle of the 24 April 1969 the Holmes Chapel Fire Brigade held a dance at the Victoria Club on the 11 April 1968 in aid of the Fire Services national benevolent fund. The music was supplied by the Bert Grange Band to the 200 people who attended the evening. South East Cheshire Magistrates granted an extension to the licensing hours of the club for the event (10 Apr 1969 Crewe Chronicle).

The Police were called in to investigate a fire at a Holmes Chapel Grocery store causing £500 worth of damage. (12 June 1969 Crewe Chronicle)

On the 8 March 1972 a fire broke out at James Chetham's electrical shop in Holmes Chapel just over the road from the fire station. The fire which started in a first floor storeroom caused about £2,000 worth of damage.

A kettle caused a fire at the Cranage Hall Hospital for the mentally subnormal was extinguished by the Holmes Chapel Fire Brigade (Crewe Chronicle 18 May 1972)

On the 29 May 1973, the Sandbach, Crewe and Holmes Chapel Fire Brigade were involved in an incident on the M6 when they were confronted by a blazing inferno amid exploding bottles of cider. Five and a half tons of bottles cider inside cardboard boxes were on route from Manchester to Crewe when a lighted cigarette from a passing car is thought to have lodged in the packing cases and soon the lorry was on fire. The driver and mate from Bulmers Ltd (Cider Makers) drove onto the hard shoulder and notified the fire brigade. With bottles exploding all around them the fire brigade tackled with fire while police cordoned off the south bound lane for about two hours.

2017 Paul Bridger (62) of London Road, retired after 42 years of service at Holmes Chapel. Starting in 1975 Paul joined Cheshire Fire and Rescue as an on-call officer aged 21 after his neighbour encouraged him to join him at Holmes Chapel as a fireman.

Fellow Fire-fighter Simon Burch (or Birch) who has known Paul for 20 years praised his commitment to the service.

In July 2021 improvements and alterations to the 1963 Fire Station were completed as part of a county wide upgrade of facilities in Cheshire.

HOLMES CHAPEL FIRE ENGINES

Dennis F38 (FTU721B) 1965 to 1970's then transferred to Malpas until 1978.

By 2008 it was possibly abandoned in a field on the Wirral. It is now Preserved.

Dennis F45 (VLG788J)
Land Rover L4P (DMB904X)
Dennis Carmichael SS (D690PMB)
Dennis Sabre (R47FMA) Was at Holmes Chapel 1997 / Audlem 2011 / Congleton / Alsager 2015.
Dennis Sabre (V896JMA) was at Macclesfield 1999.
Range Rover RRRU Rapid Response Vehicle (DK07FWS) New 2007

CURRENT APPLIANCES 2020

Scania (MX65BCE) New 2015
Range Rover (DK07FWS) Rapid Response Unit / New 2007

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HYDE FIRE STATION HISTORY (Now Manchester)

Between 1894 and 1895 the Hyde Fire Station was erected in Corporation Street at a cost of £3,000 and was in telephonic communication with various parts of the town. The building contained sleeping and living accommodation for the brigade and a Fireman's Shoot, recreation room, drying house and stables for two horses. Superintendent Elijah Redfern was based at Corporation Street and the Market Place Hyde. One of the firemen was Walter Robinson of 7 Milk Street, Hyde.

1902 Based at Corporation Street, with Superintendent John William Danby.

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KNUTSFORD FIRE STATION HISTORY

In December 1834, the town of Knutsford acquired its first two Steam Pumps for a cost of £130 and £75 respectively which were housed in the Courthouse, Old Market Square with the cost of call outs down to those who asked for the attendance of the brigade at £1 for the fire engine and 5 shillings for each Fire-fighter who attended the incident. With such a large cost at the time for a call out it would only be the wealthy who could afford the Brigade to be called out so many fires would have been left to burn or be dealt with by the householder until they threatened the building of someone who could afford to put out the flames.

A barn fire was attended to by the Knutsford Fire Brigade on the 1 July 1871 (Monday). Michael Connolly a labourer set fire to a farm building owned by Mrs Leech, farmer at Ollerton. The fire started at 3.30am and awoke another inmate who heard the crackling of something burning in the granary where Mr Connolly usually slept. An alarm was given and a mounted messenger was sent to get the Knutsford Fire Brigade. Michael Connolly was found in the stable with one of his trouser legs burnt off. It looked as though Mr Connolly had been to the pump to put out his trousers as they were wet when he was discovered. He didn't raise the alarm or help to put out the blaze. The barn, its grain and a threshing machine were destroyed by the fire. It seems Mr Connolly set fire to the barn while he was smoking his pipe and was taken to the Knutsford Petty Session charged with arson on the 4 July (Tuesday) but the Judge thought there was insufficient evidence to convict him and dismissed the charges.

In 1864 the Fire Engine Station was on Heath Side with Thomas Ardern as Superintendent of Fire Brigade (1864 Morris and Co Directory).

On the 5 November 1889, the Knutsford Fire Brigade were summoned to a haystack fire in a field adjoining Knutsford Heath. It took the Fire Brigade four hours to put out the flames which were thought to have been started by a firework carelessly thrown about by people on the heath.

In December 1894, the Fire Brigade were called to the Knutsford Goal (Cheshire County Prison), when a fire started in a stove used for heating the stores and fanned by a strong wind, spread rapidly to the other parts of the prison. It took the fire crew until the morning to extinguish the fire which destroyed part of the building. No prisoners escaped during the fire.

By 1896, the station was at the Engine House, Heath Side with Superintendent George Lee in charge of a Sergeant and 10 firemen (Controlled by the Urban District Council).

On the 22 June 1897 (Tuesday), Queen Victoria celebrated her Diamond Jubilee on the throne with local town's and villages holding special celebrations to honour her years as their Queen. Knutsford was no exception. The previous four days had been such to give cause for misgivings on the part of the promoters, but happily the Tuesday brought a delightful change in the weather for the celebrations. Knutsford planned a memorial and a procession to go with the decorations in the town. The procession was arranged with Mr W Nicholls leading the march mounted on a grey horse, followed by the Knutsford and Cross Town Brass Band, Volunteers from C Company of the 3rd V.B.C.R., Elder Girls, Smaller Girls, Gossage's Soap Works Brass Band, Elder Boys, Smaller Boys, Infants in conveyances (Prms) and the Knutsford Fire Brigade mounted on their engine.

In 1898, the Knutsford Fire Brigade were called into question when they failed to turn up on time at a fire. At a meeting of the Knutsford Urban District Council on Tuesday the 1st November Mr Cox reported on a Fire Brigade Committee meeting saying that the brigade had attended two fires during the past month at Mr John

Wilkinson's at Winterbottom and Mr Houshaw Jackson's at Peover Superior. It was said that the Knutsford Brigade turned up at the Winterbottom fire later than the Altrincham Brigade. Mr Cox reported that on that occasion a telegram had been sent to the headquarters of the Altrincham Fire Brigade and had been received by them, however the same telegram sent to the fire station in Knutsford had been found two days later at the Post Office and their only knowledge of the fire had been when a cyclist messenger arrived to call them out to the incident, delaying their call out time compared with Altrincham. The result of the inquiry vindicated the Knutsford Fire Brigade.

In January 1899, a resolution was passed by the Knutsford Urban District Council that an arrangement would be put in place to share the services of the Knutsford Fire Brigade with adjoining townships charging an eighth of a penny in the £: but two Councillors suggested a twelfth. The terms of the Knutsford Council area were agreed to.

By 1902, the Knutsford Fire Brigade were based at a Blacksmith's Shop known as the Engine House, Northwich Road and consisted of a Superintendent John Jackson, again with a Sergeant and 10 men who had two manual engines and was still under the control of the Urban District Council.

That same year, (1902) the station and stables for the horses moved to the Ruskin Rooms, Drury Lane and was staffed by local Council workers. This new building was designed and financed by Richard Harding-Watt who had made his money from glove making. Richard was born in 1842 and died in 1913. He had been an amateur architect who designed many of the buildings in Knutsford town centre mainly in an Italian style. For the Ruskin Rooms (Named after the writer) Richard was joined as architect by Harry S Fairhurst (.b. Oct 1861 .D. 29 Jan 1905 aged 43 and who in 1887 had married Katherine Thorpe and had a daughter in 1901 called Dorothy) and was completed by Walter Aston with its opening in 1902. The Ruskin Rooms and Fire Engine Station later became the headquarters of the Royal British Legion and in 1977 were renovated with later businesses taking over the space which is now a Grade 2 building.

On the 19 September 1905, Mr John Watson was fined 15 shillings including costs for drunkenness. He was alleged to have interfered with firemen at an outbreak on the Saturday night and was knocked down by the rush of water from a hose. Other people in the crowd also had to have water poured on them to cause their dispersal. At 10 O'clock on the 7 May 1906, the Knutsford Fire Brigade were called to an incident at a cottage in Ellergrove, Knutsford after neighbours discovered smoke coming from the house and heard a woman screaming. The neighbours forced open the door and were horrified to discover the lady in flames. Several children including a baby aged four months were found upstairs and had to be rescued through the bedroom window as the smoke in the kitchen was so dense.

The owner of the house Mr John Alfred Latham (38), a window cleaner was charged with the murder of his wife, Julia Ann Latham who had been taken to the workhouse hospital where she died shortly after arriving there. After the fire, Mr Lynch was conveyed to the police station followed by a hostile crowd shouting "Lynch Him". Before she died Julia gave a statement of events which started with an argument during the evening between herself and her husband who had been drinking. When she got out of her chair later in the evening, she caught a lamp that had been knocked over by her husband and then broke, catching her on the way down. Julia then shouted for her elder daughter Florrie, but was pulled into the path by an unknown person and then doused with a bucket of water. Mr John Latham denied causing the lamp to fall.

In 1914, Superintendent John Jackson of 4 Princess Street, Knutsford was still in charge of the 11 Men.

In November 1915 a calf kicked over a lighted lamp in a shippon (Cattle Shed) which caused £250 worth of damage at Ullard Hall Farm, Toft, Cheshire. The Fire Brigade worked at the scene until midnight putting out the fire and succeeded in avoiding a new block of shippon's, that were in jeopardy of catching fire being destroyed. One of the most extensive and disastrous fires seen by the Knutsford Fire Brigade started at eleven O'clock on the 16 February 1916, near Tatton Street. One or two sparks from a chimney started a fire which spread through eleven cottages and threatened many more despite the work done by a large number of firemen, police and helpers.

Four of the cottages were on one side of Tatton Street with the others on the opposite side. Except for one shop all the buildings had thatched roofs which allowed the fire to spread across the roofs. The Fire station was very close to the scene of the fire but a fierce gale whipped the fire up so quickly it was impossible to save all the buildings. The last shop in the street was a paraffin shop and so the Fire Crew immediately directed its efforts to keeping the fire away from the business. Luckily some soldiers on leave were nearby when the fire started and helped extinguish the blaze and remove items from the burning buildings on one side of the road, which were increased half an hour later when the seven thatched cottages on the opposite side of the street caught fire.

Soon after the start of the fire the Knutsford Fire Brigade were joined by the brigade from Lord Egerton's Estate (Tatton Hall) but they were not much help as there was a shortage of water and they were unable to extinguish the blaze.

The Knutsford Brigade drew water from the street mains, but the hose of the brigade's appliance was not long enough to allow water to be drained from the nearby mere.

By three O'clock the fire was practically extinguished.

NEW FIRE STATION

The fire station moved again in 1939 to a new station behind the Council Offices which is where they stayed until 1948.

On the 29 May 1939, the Knutsford Fire brigade were called to a house fire in Millington near Altrincham, the home of Mr and Mrs J.K. Duncalf. Mr Duncalf was awakened by the smell of burning at Booth Bank House which was also the home of three children aged nine, three and 17 months who along with his wife were roused when he realised the building was on fire. They were unable to get down the stairs due to the smoke and flames and so Mr Duncalf climbed out of a window to get a ladder to rescue his family. Seconds after leaving the building the bedroom door collapsed.

Campers in neighbouring fields helped to fight the flames on the thatched building until the arrival of the Knutsford Fire Brigade who were unable to save the 200-year-old part of the building but saved the newer portion.

With the start of World War 2 many of the Cheshire Fire Brigades lent personnel to cover Manchester and Liverpool under the Auxiliary Fire Service banner.

This new force showed that a national service was needed to deal with bigger fires and incidents and so Parliament took charge of the Fire Service.

On Tuesday the 13 October 1942, it was decided to form a new Fire Guard Organisation as a self-contained unit to look after Knutsford. The newspaper report at the time doesn't give any more details but we can presume they were formed as part of a national organisation to look out for incendiary bombs being dropped on the town due to its proximity to Manchester and to enforce fire regulations starting in August 1941 to help the NFS on a local basis.

CHESHIRE FIRE SERVICE

Established under a 1947 Act of Parliament the Cheshire Fire Service was formed and started its duties on the 1 April 1948 with 28 Stations in 5 Districts (Districts designated from A to E).

Districts A to D included Sandbach, Congleton, Crewe, Middlewich, Nantwich with - Altrincham (District?), Audlem (District?), Bollington (District ?), Cheadle Hulme (District A), Hazel Grove (District A), Hyde (District A), **Knutsford** (District ?), Malpas (District ?), Marple (District A), Macclesfield (District ?), Northwich (District ?), Sale (District ?), Stalybridge (District A), Stockton Heath (District ?), Tarporley (District ?), Wilmslow (District ?), Winsford (District ?).

Cheshire District E covered – Ellesmere Port (District E), Frodsham (District E), Heswall (District E), Hoyle (District E), Port Sunlight (Lever Brothers) (District E), Runcorn (District E), Wirral (District E).

This new fire authority was soon put to the test on the 13 August 1947, with a hay fire at Hazelhurst Farm, Mobberley, owned by Mr Percy Fairhurst when 50 tons of hay was destroyed. Fire crews from Knutsford, Altrincham, Wilmslow and Stretford Fire Brigades were quickly on the spot and got the fire under control. On the 1 April 1948 the Cheshire County Fire Brigade was officially formed to take over the running of the local brigades from the National Fire Service.

Eight Brigades were called to a fire at 10.12am on the 26 August 1949, as a factory was destroyed in 15 minutes. £300,000 worth of damage was caused at the Knutsford Factory of British Waxed Wrappings Ltd, in Mobberley Road, Shawheath, Knutsford which employed 150 personnel. The fire was thought to have started from sparks coming out of the factories chimney catching light on waste ground behind the factory and spreading rapidly to the factory itself.

The Knutsford Fire Brigade were first on the scene and the engine was driven through the two large double doors at the front of the building. Unfortunately, the roof began to blaze and soon a large piece of ceiling crashed down onto the Fire Engine with Firemen having to jump for their lives as their vehicle had to be abandoned as it was hit by debris.

Eight fire pumps were quickly on the scene but within 15 minutes the building was reduced to a shell. Firemen also had to fight to save the Shawheath Post Office next to the factory with postmaster Mr A Percy gathering stamps, postal orders and money as he ran into the street with his business in his hands.

Now under the control of Cheshire County Council the brigade moved in 1964 to Mobberley Road, Knutsford where it is still situated.

By 2010 the Knutsford station was operating a Line Rescue Unit and were called out to save a man trapped in a tunnel on the 25 June 2010 at Linley Road, Alsager along with crews from Sandbach, Congleton, Crewe (2), the Haz-Mat unit from Crewe, Hydraulic Platform from Macclesfield, Winsford Operational Support Vehicle and a Rope Unit from Stafford (Staffordshire) and fire appliance from Kidsgrove (Staffordshire).

The line unit were also called out to an Animal Rescue call when a calf had fallen into a canal off Oakwood Lane, Wheelock, Sandbach on the 6 August 2011 along with an appliance from Crewe.

On the 17 July 2015 at 9.11am, 23 Fire Engines from all over Cheshire were called to an incident at a Wood Chip Mill in Bosley near Congleton when it exploded killing four people and all of Cheshire's appliances were brought into help extinguish over the next few days and weeks of searching through the debris to find the bodies of the dead.

In 2017 with the opening of the Lymm Station, Knutsford was downgraded to an 'On Call' service.

On the 8 August 2019, Knutsford were one of 16 appliances with 70 fire-fighters called to the Beechmere Residential Home in Rolls Avenue, Crewe.

Today the Fire Station not only deals with Fires and Incidents but houses the specialist Technical Line Rescue Team who help rescue incidents in such places as shafts, towers, cliffs, high buildings and any other place that needs a rope rescue.

(KNUTSFORD POLICE – Extra Information.

1896 = Sgt Richard James Simcock of Bexton Road, Knutsford
1902 = Sgt William Thomas Pierce of Bexton Road, Knutsford
1914 = Inspector Edward Hindley with the Police Station at Bexton Road.)

KNUTSFORD FIRE ENGINES

Horse Drawn Steam Pump
Dennis F38 (FTU332B) Started at Knutsford then at Frodsham.
Bedford TK Emergency Tender (ULG998E)
Dennis F48 (CMB770K) Appeared in ordinary Red and in a Dayglo Orange paint (Pic 1978)
ERF WrL (TCA862R) 1980's. Also served at Knutsford, Runcorn, Wilmslow.
Land Rover L4T (DMB903X) Middlewich and Knutsford.
Range Rover Rescue Tender (DMB68S) (1986)
Dennis RS133 (EMA951X)
GMC (H443AMA) Rescue Tender.
Mercedes 1124 (K627KMB) Started at Knutsford and then became the second appliance at Northwich.
Exported 20 March 2013.
Dennis Sabre XL (V895JMA) 1999 At Knutsford, Crewe and Frodsham.
Scania P320 (PN10HRR)
Mercedes Sprinter / Van (DE51JVX) Line Rescue Unit.
Mercedes Sprinter / Van (DK04MHX) Line Rescue Unit Replacement for DE51JVX.
Renault Kangoo (MV08MVX) Search and Rescue Dog Vehicle.

CURRENT APPLIANCES 2020

Scania (PN10HRR) New 2010

FIRE-FIGHTERS AT KNUTSFORD

Matt Barlow (Station Manager 2017)
Harry Garewal (On Call – Joined May 2019)
Edward Rowland (On Call – Joined March 2020)
Ed Snook (On Call – Joined May 2019)

Peter Coan ? (Local Councillor)

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LISCARD FIRE STATION HISTORY

1902 Based in Manor Road, Liscard with Superintendent John Howarth (of 7 Manor Road).

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LOWER BEBBINGTON FIRE STATION HISTORY

In 1902 the Lower Bebbington Urban District Fire Station and Mortuary was based at Grove Road, New Ferry.
(see also Higher Bebbington)

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LYMM FIRE STATION HISTORY

(Cheshire then Manchester and then back to Cheshire)

In 1896 the Fire Station was based at Pepper Street under Captain Edward Rouse.
1902 Based at Whilbarrow with Captain William Kirk-Patrick.

In 2016 work started on a new building for a Fire Station to improve the response time across Cheshire, Halton and Warrington with a number of specialist units based at the station on land near the Motorway network on land off Cliff Lane, Lymm WA13 0SP.

LYMM FIRE ENGINES

2017 New Hydraulic Platform

2017 New Scania P320

CURRENT APPLIANCES 2020

Scania (MX17GBE) New 2017

Rosebauer Hydraulic Platform (MX16JCU) New 2016

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MACCLESFIELD FIRE STATION HISTORY

In a 1857 Post Office directory William Harper was in charge of a Borough Fire Engine Station at the Town Hall, Church Side, Macclesfield.

In the Alderley and Wimslow Advertiser of the 15 May 1891 there was a report of a new fire engine for the Macclesfield Industrial School on Tuesday 12 May. The manual engine was presented by Messrs W. W. and F. D. Brocklehurst and is one of the latest Merryweather London manual engines which was capable of throwing 100 gallons of water per minute to a height of 120 feet or of discharging from three jets the same quantity of water with great force. The cadet corps of the school then went through their evolutions under Sergeant Instructor Bowler and a drill with the engine christened "The Junior Badger".

In 1896 Macclesfield had two Fire Brigades the Volunteer Brigade based in King Edward Street under Captain Harry Newton and the Borough Brigade at the Town Hall, Church Side with Superintendent Edward Egerton Adshead in charge.

In 1902 the Volunteer Fire Brigade Station was based in King Edward Street with Captain Harry Newton while the Borough Fire Engine Station was on Commercial Road with Superintendent Edward Egerton Adshead. Other sites for the station have been in Cumberland Street and built onto the side of the Town Hall in the Market Place.

The brigade's history website lists the authorities that controlled Macclesfield's brigade from the Macclesfield Borough Fire Brigade until 1941, the National Fire Service (World War 2) between 1941 and 1947, the Cheshire County Fire Brigade from 1947 to 1974, Cheshire Fire Brigade from 1974 to 2002 and now the Cheshire Fire Service (Cheshire East and West) from 2002 to the present day.

Now at Chester Road, Macclesfield the station was opened by Alderman A E Barwood OBE on the 4 April 1970.

MACCLESFIELD FIRE ENGINES

Leyland Matz TL (FMA210) Borough of Macclesfield. Now part of the Heritage Collection.

Dennis F24 (871CMB) Became part of the GMC in 1974.

Dennis F28 (840YTU) Originally at Macclesfield then Bollington

Bedford TK Turntable Ladder (WMB700E) from 1967.

Dennis F38 (MTU317H) Started at Macclesfield in 1969 and was then housed at Nantwich.

It became the Rolls Royce in Crewe appliance before going into Preservation.

It was on loan to Sandbach.

Dennis F49 (PMA208L) Sold at Stoodley's Auctions, Belle Vue, Manchester 11 Sept 1988.

Dennis RS133 (EMA948X)

Dennis F125HP (WFM464W) Hydraulic Platform. This is available as a Corgi Classic model limited edition of 4,000.

Dennis SS133 (E458XLG)

Mercedes 1124 (K632KMB) Exported 20 March 2013.

Dennis Sabre (N708GFM) 1995 Originally based at Ellesmere Port it moved to Macclesfield.

Dennis Sabre (R48FMA) (By 2017 this was the 2nd appliance at Macclesfield and will be replaced by the main appliance with it being replaced by a new Scania in 2017.)

Dennis Sabre (V896JMA)1999. Now at Holmes Chapel

Scania P320 (PN10HRO)

ERF HPV (V667KMA) Hydraulic Platform

ERF ECU (ML02MTJ) Hydraulic Platform was at Stockton Heath.
2017 New Scania P320

CURRENT APPLIANCES 2020

Scania (PN10HRO) New 2010
Scania (MX17GBO) New 2017
ERF Hydraulic Platform (ML02MTJ) New 2002

MACCLESFIELD FIRE-FIGHTERS

Sean Cole (Joined May 2019 On Call)

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MALPAS FIRE STATION HISTORY

Original Fire station was used until after 1993 and was based in the High Street. Now the building is “The Old Fire Station Café Bar”

Now an On-call fire station it is based only a few hundred yards away from the old station and is now at Chester Road, Malpas SY14 8PY.

MALPAS FIRE ENGINES

Dennis F8 Pump (PMA816)
Dennis F38 (FTU721B) Also at Holmes Chapel. By 2008 it was possibly abandoned in a field on the Wirral. It is now Preserved.
Dennis R61 (EFM563S) Now Preserved.
Land Rover L4T (DMB908X) Written off in an accident at Hampton Heath on the way to a shout.
Dennis Sabre XL (S227SMB) in 2017 this became a training vehicle at Winsford HQ.
Mercedes Atego (DA02OZX) (2002) was at Ellesmere Port / 2017 moved to Malpas.
CURRENT APPLIANCES 2020
Mercedes Atego Light Mast (DA02OZX) New 2002

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MIDDLEWICH FIRE STATION HISTORY

- 1864 (Morris and Co Directory) Fire Engine Station and Hearse House, Lower Street with George Egerton, Keeper.
- 30 Nov 1867 (Date of Newspaper) Fatal fire at the Farm of Mr Edward Cooke when the thatched farmhouse of Mr Edward Cooke, his wife, four children, three male servants and two female servants, was burned to the ground on the 23 November 1867. It was reported that Mrs Cooke was up late Saturday Night ironing linen in the kitchen and left the clothes horse full of clothes next to an open blazing fire which caught the linen and started the building fire killing eight of the occupants. A servant who was sleeping on the premises came down to discover the fire but was unable to save those trapped by the fire as the violence of the fire was so bad that scarcely any trace of human remains could be found for some hours afterwards.
Middlewich Fire Brigade attended.
- 7 Aug 1880 (Date of Newspaper) There was a Grand Fire Brigade Contest at the King Edward VI Grammar School, Newport Road, Stafford for Provincial Fire Brigades. In all 17 Brigades took part on the Bank Holiday Monday and assembled at the Market Place in Stafford before parading to the field of contest.
The competition to hit above a 30-foot-high mark with water from a fire hose was won by the following.
- | | |
|---------|---------------------------------------|
| Winners | 1 st Place = Middlewich |
| | 2 nd Place = Crewe Brigade |
| | 3 rd Place = Blackburn |
- 22 Aug 1885 (Date of Newspaper) Fire in the stockyard of Mr Bowden’s (Yatehouse or) Gatehouse, Nr Middlewich put out by the Middlewich Fire Brigade.

The Alderley and Wilmslow Advertiser of Friday the 22 May 1885 and Northwich Guardian of Saturday 23 May 1885, reported about a meeting of representatives from various local boards in the district at the Town Hall in Middlewich on the previous Wednesday (20 May 1885). The Middlewich Local Board called the meeting to see if some uniform charge could be adopted in regard to fire brigades.

The Rev H G Barnacle said that since he had been connected with the Holmes Chapel Fire Brigade he had had some dispute with the insurance company on every occasion that there was a fire. They had objected to pay the firemen (1/-) 1 shilling and hour.

Winsford and Middlewich seemed to charge similar fees with Holmes Chapel's Captain of the Fire Brigade being paid 3shillings and hour and the Sub Captain being paid 2/6d. The Firemen received 2 shillings (2/-) per hour during the whole time while their pumpers received 1 shilling (1/-) for the first hour and 6d per hour afterwards with the brigade being kept up by Voluntary subscriptions.

Middlewich firemen were awarded a yearly salary.

It was thought that two fees should be paid with one being for local area fires and another for out of district attendances.

The Rev H G Barnacle said that there had never been a fire in Holmes Chapel but he had had a tassel with the insurance company and they had agreed to pay the Superintendent of a brigade 3/- for the first Hour and 2/6d per hour afterwards with the Captain to receive 2/6 for the first hour and 2/- for each succeeding hour.

There was also an objection about the amount of beer available to the men (Pump men were offered beer as an incentive to man the pumps) and the Rev H G Barnacle knew of a place where it was impossible for eighteen barrels of beer to have been drunk, and the insurance company objected to paying £40 odd for bread, beer and cheese.

Mr Cross proposed a suggestion with a new rate of 2/- per hour for Firemen in the first hour and 1/- per hour afterwards be adopted by all authorities (Carried). It was also suggested that a fee of 9d be paid to extra men engaged as pumpers at an incident for the first hour and 6d per hour afterwards. This was discussed and after a hung vote the chairman cast his vote in favour of the men being paid 6d per hour during the whole time they were engaged.

CHARGES FOR ATTENDING A FIRE (Insurance or Private Owners)

Middlewich 2/6d Per Hour

CHARGES FOR FIREMEN

Middlewich 1/- Per Hour

CHARGES FOR PUMPMEN

Middlewich 9d Per Hour

CHARGES FOR USE OF FIRE ENGINE (Before

Middlewich £2/2/- for the first four hours and 10 shillings 6d for every succeeding four hours.

CHARGES FOR USE OF FIRE ENGINE (After a meeting in Middlewich)

£2/2/- for the first two hours then £1/1/- for every succeeding two hours or fractional part of two hours.

Any Damage to the Fire Engine or Horses would be the responsibility of the parties hiring the same.

23 Sept 1893 (Manchester Courier) Reports of a fire at the Salt Works owned by the Middlewich Dairy and Domestic Salt Company on Wednesday with fire crews from Sandbach, Crewe and Middlewich attending.

About 1893 A new station had been built for Middlewich Urban District Council by the Birchall Brothers Builders who erected a Stable and Fire Station at Wych House Lane.

An advert in the 1897 and 1902 Kelly's Directory doesn't give the location of the building which we later discovered via the Middlewich Diary Website.

The building was part of the Middlewich U.D.C. Depot for many years and fell into a poor condition by the 1970's. An inscription on the building had the letters L M B which indicated it was run by the Middlewich Local Board and attempts to save the lettering it was said failed when the building was finally demolished in 1991. However later rumours said that the terra-cotta lettering was taken to Sandbach for storage in the garage that housed the Congleton Borough Mayor's Car in Westfields (Middlewich Rd) and by 2011 was back in Middlewich at the new fire station where it can be seen by appointment.

The building was part of the Town Wharf group of buildings the site was also once owned by Seddon and the fire station was situated next to the British Waterways Warehouse.

June 1896 (24 June 1896 Date of Newspaper) There was a fire at Earnshaw Hall near Middlewich which broke out in a hay shod and notwithstanding the united efforts of the Middlewich and Holmes Chapel Fire Brigades, 40 tons of valuable hay was destroyed.

21 Apr 1897 (Date of Newspaper) Farm Fire at Middlewich dealt with by the local Fire Brigade.

21 Sept 1901 (Date of Newspaper) Farm Fire at Middlewich dealt with by the local Fire Brigade.

- 13 June 1903 (Date of Newspaper) Salt Works fire at Seddon of Middlewich which caused £6,000 of damage. The fire last Tuesday morning was put out by the Middlewich Fire Brigade.
- 1914 No mention of a Brigade in Kelly's Directory.
- 1915 In 1915 Superintendent Cooper was in charge at the Middlewich fire station.
- 1915 On the 21 August 1915, Sandbach Fire Brigade and Winsford's appliance were called to a fire at the Verdm, Cooke and Co's Salt works at Cledford near Middlewich after Superintendent Cooper of the Middlewich Brigade decided that the fire was too big for his crew to tackle on its own. The fire took all of Saturday and Sunday (22 Aug) to put out and had started in the drying room of the works.
(23 Aug 1915 Crewe Chronicle /28 Aug 1915 Chester Chronicle Pg 6)
- 27 Oct 1916 (Date of Newspaper) (Name unknown) in the Nantwich Guardian it was reported that a 77-year-old ex-fireman from Middlewich died in Crewe with his funeral being last Wednesday at Middlewich Cemetery.
- 1941 First mention in one of the trade directories, of a fire brigade in Middlewich.
- 1941 On the 20 May 1941, the Fire Services (Emergency Provisions) Act 1941 was passed through Parliament, establishing a National Fire Service (NFS) with Local Authorities providing 75% of the funding for a regular Fire Brigade with the Country being divided into 12 regions.
Region 10 included Cheshire, Lancashire, West Moreland and Cumberland.
This was then divided into smaller areas with Middlewich coming under Fire Force No 26 with its headquarters at "Holly Mount", Mill Lane, West Derby, Liverpool 12 and was commanded by a former London Fire Brigade Officer Mr Charters.
Before 1939 the area covered in the 1941 act had the following stations (Number of Fire Stations in each town in Brackets) (FIRE FORCE No 26)
Sandbach UDC (1), Alsager UDC (1), Congleton B and RDC(1), Crewe B(1), **Middlewich UDC** (1), Nantwich UDC and RDC (1), Liverpool City (9), Birkenhead CB (2), Bootle CB (1), Chester City (1), St Helens CB (1), Southport CB (1), Wallasey CB (1), Warrington CB and RDC(1), Bebington B, Crosby B (2), Widnes Borough (1), Ellesmere Port UDC, Formby UDC (1), Haydock UDC, Hoole UDC, Hoylake UDC(1), Huyton with Roby UDC(1), Litherland UDC, Neston UDC, Newton le Willows UDC (1), Northwich UDC and RDC (1), Ormskirk UDC(1), Prescott UDC(1), Rainford UDC, Runcorn UDC and RDC (1), Tarvin RDC(1), Winsford UDC (1), Wirral UDC (1), West Lancs RDC (1) and Whiston RDC (1)
- 1942 On the 20 September 1942, the 'National Fire Service (Alteration of Fire Areas) Regulations 1942' came into operation with three new Fire Force Areas being created. Taking over from the Fire Force 26 Area, Middlewich become part of Fire Force 41 with its HQ now being based at "Thelwell Heyes", Grapenhall, Warrington with Commander W. Ewart Greenhalgh in charge.
Fire Force 41 covered Sandbach, Alsager, Congleton, Crewe, Haydock, Middlewich, Nantwich, Newton Le Willows, Northwich, Prescot, Rainford, Runcorn, St Helens, Tarvin, Warrington, Whiston, Widnes and Winsford, a total of 68 stations.
- 1945 At the end of the War (1939-45) the Fire Crew's were given awards for their service. Among those receiving medals was Edward J McSpadden of the Middlewich Brigade. He was born in 1906 and by 1911 lived at 58 Lewin Street, Middlewich moving by 1939 to 97 King Street along with his wife and son (Listed in the Census as an Invalid born in 1932 and who died in the 1940's).
In 1939 Edward was a Rigger in a Chemical works and was at the fire station in Lewin Street (Previous location in Wych House Lane).
The Lewin Street Fire Station was situated near the Church, at the back of Lex House it was at the edge of the field by the canal and was a red brick building run by the Middlewich Local Board.
- 1945 By the 1 July 1945, area (Fire Force) FF26 was reduced to 63 stations and on the 31 March 1948, it was reduced again to 42 stations.
At Midnight on the 31 March 1948, control of the Brigades was again taken over by Local Authorities.
- 1947 Established under a 1947 Act of Parliament the Cheshire Fire Service was formed and started its duties on the 1 April 1948 with 28 Stations in 5 Districts (Districts designated from A to E).
Districts A to D included Sandbach, Congleton, Crewe, **Middlewich**, Nantwich with - Altrincham (District ?) Audlem (District ?), Bollington (District ?),

- Cheadle Hulme (District A), Hazel Grove (District A), Hyde (District A), Knutsford (District ?), Malpas (District ?), Marple (District A), Macclesfield (District ?), Northwich (District ?), Sale (District ?), Stalybridge (District A), Stockton Heath (District ?), Tarporley (District ?), Wilmslow (District ?), Winsford (District ?).
- 1960's One of the Fire fighters at Middlewich was Harry Latham, who later moved to Sandbach Fire Station when he moved houses.
- 1970 On the 29 October 1970 the Current Fire Station was opened by Lieutenant Commander B L Butcher R.D. the Chairman of the County Fire Brigade.
- 1987 On the 16 June 1987, there was a fire at the 160-year-old Bradwall Manor, the home of The late Sir John and Lady Barlow who had recently died after 60 years living in the building. The building was in the process of being renovated for Mr George Barlow and his wife Anne at the time with workers finishing their day at 5.30pm. The fire was spotted by neighbour Wilfred Gleave who alerted his daughter 21-year-old bank employee Miss Jenny Gleave of Oakley Farm who raised the alarm, alerting the fire services at about 11pm. Eight Fire Appliances from Sandbach, Middlewich, Crewe and Congleton attended the incident with the last appliance arriving at about 1am.
- 1996 In October 1996, an incident involving Sandbach and area firemen hit the national headlines after a helicopter crash near Middlewich, when Chelsea Manager Matthew Harding (b. 26 Dec 1953 .D. 22 Oct 1996 aged 42) died on his way home from a football match in Bolton on the 22 October. The pilot Stephen Holdich (aged 49) who was flying the aircraft, a Twin Squirrel helicopter was not supposed to have flown during the late night but defied this to take Mr Harding and three others home to Chelsea. When they reached the Middlewich area things went tragically wrong and 5 people died in the crash. Crews from all over the area were called to the site and on arrival firemen from Sandbach discovered the body of Matthew Harding some distance from the wreckage as he seemed to have been thrown from the aircraft either on impact of before it landed.
- 2010 On the 1st February 2010, at 11pm a fire ripped through St Peters Church Hall in School Lane, Elworth taking eight hours to put out. Crews from Sandbach, Crewe (2), Nantwich, Middlewich and the Aerial Appliance from Macclesfield used a total of six main jets and a jet from above to stop the building from collapsing.
- 2015 17 July 2015 BOSLEY MILL FIRE
Fire at a wood clip mill after explosions. 4 people taken to hospital and by 12 midnight, 4 people were still missing.
In all 23 Fire Engines = 12 Cheshire, 9 Greater Manchester, 1 Derbyshire + Water Tanker Engine, 1 Staffordshire, 2 Arial Appliances, 1 Command and Control Unit, 1 High Volume Pump and 1 Environmental Protection Unit were innitally called to the scene with most Cheshire Fire Stations providing cover over the next month in the largest operation the County has ever seen.
- 2016 On the 17 April 2016, Middlewich and Sandbach Crew's were called out to the Foden Bandroom at Flowcrete on the Middlewich Road to tackle a fire at 5.40pm which destroyed the rehearsal room with a total of 7 crews from the area plus a hydraulic platform.
- 2016 FATAL FIRE IN PLATT AVENUE, SANDBACH 30 Oct 2016 at 2.52am
Four Fire crews arrived at Platt Avenue to deal with a fire in a semi-detached house. A young child aged 8 was rescued from the upstairs of the building but was pronounced dead at Leighton Hospital at 5am. His mother was found with burns outside the house when the first crew arrived.
Six fire-fighters entered the building to tackle the blaze and evacuate the occupiers. Unfortunately, two weeks later the mother was found dead at a friend's house having committed suicide. 1x Sandbach, 2x Crewe and 1x Middlewich Fire Appliances attended.
- 2017 FIRE AT BOMBARDIA TRANSPORTATION (Railway Works) on West Street, Crewe
The building was on fire from 8.11am (Call) on the 11 July 2017, and took 11 hours 40 Minutes to clear.
1x Sandbach, 1x Alsager, 1x Audlem, 1x Congleton, 1x Crewe, 1x Middlewich, 1x Nantwich 1x Winsford and 1x Lymm Hydraulic Platform
RELIEF CREWS
1x Crewe, 1x Macclesfield, 1x Northwich, 1x Runcorn and 1x Chester Hydraulic Platform

MIDDLEWICH FIRE ENGINES

Dennis F38 (RLG889H)

Bedford CF (A320RFM) worked at Crewe, Middlewich and Warrington as a Special Incident Vehicle.

It was later converted to an Ice Cream Van.

Land Rover FT6 (NMB39P) also at Nantwich.

Land Rover L4P (DMB903X) Also at Knutsford.

Dennis SS133 / Carmichael (D689PMB) 1987

Volkswagen L2P / Bedwas Body (L601HRN) Trialled at various stations as an Incident unit.

Dennis Sabre (R45FMA) Now at Headquarters.

Mercedes Atego (DG53JNV) Originally at Runcorn (2003).

CURRENT APPLIANCES 2020

Mercedes Atego (DG53JNV) New 2003

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NANTWICH FIRE STATION HISTORY

- 1737 First Fire Engine House built in 1740 after a decision had been made to build one in 1737. Erected in 1740 on the corner of the Churchyard opposite the Rectory (St Mary's) and one engine was purchased.
1740's hand pump in Nantwich Museum originally from the Newsham Company made by Richard Newsham of Kent / London with his original design being patented in 1725.
- 1746 12 Leather Buckets purchased for the Fire Brigade.
- 1750 The first Safety Campaign was carried out to convert Thatched Roofs to Tile so hopefully stopping fires spreading.
- 1853 Fire Station built in Pillory Street by Lord Crewe.
- 1866 On Wednesday the 3 January 1866 at 1.10am a large fire took place at Crewe Hall with fire brigades from Crewe, Sandbach, Nantwich and Chester turning up to tackle the blaze to no avail.
At 1.10am Hungerford Crewe the owner of the hall retired to rest but smelt burning and called his valet to look into the matter, a suspicion well founded as indeed the hall was on fire. It was said that the fire had originated in the heated air pipes and by noon only a small part of the building was left standing.
(See also Sandbach Fire Station History)
- 1867 The Nantwich Volunteer Fire Brigade held its 1st Tea Party and Concert to raise funds (Working back from 1878 the 11th Fundraiser)
- 1868 Fire on the 31 July 1868 was failed to be put out by the current engine and destroyed a smithy, stables and six houses. A newspaper dated 1 Aug 1868 said that 12 houses had been burnt to the ground during the afternoon of the 31 July.
- 1869 A meeting took place of the Nantwich Volunteer Fire Brigade on the 2 March 1869.
- 1869 Messrs Shand, Mason and Co of London delivered a new Fire Engine to Nantwich last Wednesday according to a newspaper report of the 15 May 1869.
- 1870 Nantwich Volunteer Fire Brigade held its Annual Tea Party and Concert at the Town Hall (8 Dec 1870 Newspaper). The newspaper report says that the Brigade had been in existence for about 18 Months (but should have read 18 years).
- 1874 Captain Charles Luxton was in charge of the town's volunteer Fire Brigade for five years. He had been in the Metropolitan Police since 1835 and was recommended for the Nantwich Hundred taking up his post in February 1841.
In 1857 when the Cheshire Constabulary was formed he became Superintendent of the Nantwich Division. In 1874 when he retired he joined the Fire Brigade in the town.
- 1878 Nantwich Volunteer Fire Brigade held its 11th Annual Tea Party and Concert to raise funds.
- 1881 Nantwich Volunteer Fire Brigade held its 13th Annual Tea Party and Concert at the Town Hall on Monday to raise funds (30 Nov 1881 Newspaper)
- 1883 Shand Mason Lattice Escape Ladder purchased by the Nantwich Volunteer Fire Brigade.
- 1883 A disastrous fire in a Tannery owned by Mr Cooper took hold last Thursday Night according to a newspaper report in a 2 May 1883 paper.
- 1896 By 1896, there were two Fire Brigades in the town with the Urban District Fire Brigade based at Market Street under Captain Edward Wilkinson and the Volunteer Fire Brigade also based in Market Street under Captain William Johnson.
- 1902 The Volunteer Fire Brigade was based at Market Street with Captain Herbert Gentry in charge.
The Urban District Fire Brigade in 1902 was also in Market Street with Captain Edward Wilkinson in charge of its appliances and crew.
- 1903 A newspaper article of the 12 Sept 1903 stated that Superintendent Wilkinson had

- retired from the Nantwich Urban Council Fire Brigade and was presented with a purse of Gold as a gift.
- 1904 "Merry weather" Steam Fire engine purchased.
- 1908 A fire at the Wesleyan Day School in Nantwich was destroyed by fire (13 Jan 1908 Newspaper).
- 1920 Horses sold by Mr Edge of the Crown Hotel leaving the engine without transport. Various vehicles were then used until a new engine could be purchased.
- 1923 Appeal to raise £400 to purchase new steamer.
- 1924 "Nantwich and District Fire Brigade Limited" formed out of the Nantwich Volunteer Fire Brigade to make the appeal more formal.
- 1926 "Martin Light Fire Engine" purchased from Martin and Stamford of Lincolnshire.
- 1926-1936 Fire station moved to Beam Street.
- 1936 Dennis Fire Engine purchased from the Birmingham Corporation by the "Nantwich and District Fire Brigade Limited".
- (1930's the Nantwich Urban District Council also had a fire crew and worked in conjunction with the "Nantwich and District Fire Brigade Limited" to cover the whole of the area.)
- 1938 The "Nantwich and District Fire Brigade Limited" sold its shares to the Nantwich Urban District Council for £533
- 1939 A fire at Stapeley Farm was extinguished by the Nantwich Brigade.
- 1939 Beam Street Fire Station Remodelled.
- 1939 The Nantwich Fire Brigade gave a demonstration at Haslington Hall for 40 Wardens. The demonstration was led by Captain William Johnson according to a report in the local papers (17 Aug 1939 Date of Newspaper)
- 1939 Reports in newspapers dated the 11 Nov 1939 and the 28 Dec 1940 give the name of Harry T Johnson as Chief Officer of the Nantwich Urban Fire Brigade.
- 1939 A newspaper article on the 9 December 1939 reported that former Nantwich Fireman Mr Frederick Barnett had died in Llandudno. He had been a Lieutenant with the old Nantwich Volunteer Brigade for many years.
- 1940 A Newspaper article of the 24 February 1940 said that Mr Herbert Gentry had died. He had been for a considerable time the Chief Officer of the Nantwich Volunteer Fire Brigade.
- 1941 According to an article in the 4 January 1941 and 8 January 1941 (Liverpool Echo) the funeral had taken place of Nantwich Fireman (Henry or) Harry Evan Shakeshaft. His coffin was draped in a Union Jack Flag and accompanied by his helmet, belt and Uniform were placed on a Tender last Saturday. He had died while on duty in the North West Division leaving behind a widow and three young children.
- 1943 A newspaper article on the 2 January 1943, reported that Mr Harry T Johnson of Dysart Buildings, Nantwich has been given the Fire Service Medal after being the Chief of the Nantwich Fire Brigade for 37 years.
- 1953 Dennis F8 purchased for Nantwich, Reg No RMB996 (Now Kept at Tarporley under the Audlem station name as part of the Historic Collection)
- 1989 The roof collapsed on the Beam Street Station.
- 1991 Cheshire Fire and Rescue Service took over the running of the fire station with "On call" personnel attending over 300 calls a year.
- Early 1990's New Building erected on the same site.
- 1990's Engines Dennis SS133 Reg No D692PMB
Dennis DS151 Reg No B494CMB
Land Rover (FT6) Reg No NMB39P
- 2018 The Lifeboat Association is funded by donations only and is a vital part of the rescue services as Nantwich Fire Station Manager Paul Rowlands found out when he was in trouble off Anglesey on the 22 February 2018. Paul and his son Joe Rowlands were Kayaking off the coast when it started to take on water and capsized. Their only hope of survival was to swim to a rock about half a mile from shore but was the father and son swam towards the rock, using their boat as a buoyancy device Paul started to pass out and had to be woken by his son. On arrival at the rock Paul again passed out but this time with a heart attack. 13-year-old Joe gave his father CPR and revived him. Meanwhile Paul's wife had rung for the Lifeboat who rushed to the rock along with a helicopter from the coastguard to rescue the pair who were suffering from the cold and the fireman's heart problem.

NANTWICH FIRE ENGINES

- 1869 Messrs Shand, Mason and Co of London delivered a new Fire Engine to Nantwich in 1869.
- 1883 Shand Mason Lattice Escape Ladder purchased by the Nantwich Volunteer Fire Brigade.
- 1904 "Merry weather" Steam Fire engine purchased.
- 1926 "Martin Light Fire Engine" purchased from Martin and Stamford of Lincolnshire.
- 1936 Dennis Fire Engine purchased from the Birmingham Corporation by the "Nantwich and District Fire Brigade Limited".
- 1953 Dennis F8 (RMB996) Purchased for Nantwich then served at Audlem.
Now in the Historic Collection.

Dennis F8 (TLG328) Was also at Rolls Royce. Now in Transport Museum in St Helens.

Dennis F38 (ULG997E)

Land Rover (NMB39P) also at Middlewich it is now Preserved in Northwich.

Dennis DS151 (B494CMB)

Dennis / Sabre (R48FMA) 1997 to after 2011. Now at Macclesfield.

Mercedes Atego (Y496PTU) Was at Stockton Heath / Widnes / Nantwich to 1 June 2020)

Iveco TRV (MX06KWH) Van with ladders and a pump.

CURRENT APPLIANCES 2020

Scania (MX17GBF) New 2010 (Moved to Nantwich 1 June 2020)

Iveco (MX59KOE) Van New 2009

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NORTHWICH FIRE STATION HISTORY

By 1885 the Northwich Fire Brigade was run by a voluntary board with Messrs J Cowley (Clerk Northwich Board), J Thomas and W Heald (Northwich Local Board) attending a meeting to discuss fees charged for attending fires in the area.

The Alderley and Wilmslow Advertiser of Friday the 22 May 1885 and Northwich Guardian of Saturday 23 May 1885, reported about a meeting of representatives from various local boards in the district at the Town Hall in Middlewich on the previous Wednesday (20 May 1885). The Middlewich Local Board called the meeting to see if some uniform charge could be adopted in regard to fire brigades.

The Rev H G Barnacle said that since he had been connected with the Holmes Chapel Fire Brigade he had had some dispute with the insurance company on every occasion that there was a fire. They had objected to pay the firemen (1/-) 1 shilling and hour.

Winsford and Middlewich seemed to charge similar fees with Holmes Chapel's Captain of the Fire Brigade being paid 3shillings and hour and the Sub Captain being paid 2/6d. The Firemen received 2 shillings (2/-) per hour during the whole time while their pumpers received 1 shilling (1/-) for the first hour and 6d per hour afterwards with the brigade being kept up by Voluntary subscriptions.

Middlewich firemen were awarded a yearly salary.

It was thought that two fees should be paid with one being for local area fires and another for out of district attendances.

The Rev H G Barnacle said that there had never been a fire in Holmes Chapel but he had had a tassel with the insurance company and they had agreed to pay the Superintendent of a brigade 3/- for the first Hour and 2/6d per hour afterwards with the Captain to receive 2/6 for the first hour and 2/- for each succeeding hour.

There was also an objection about the amount of beer available to the men (Pump men were offered beer as an incentive to man the pumps) and the Rev H G Barnacle knew of a place where it was impossible for eighteen barrels of beer to have been drunk, and the insurance company objected to paying £40 odd for bread, beer and cheese.

Mr Cross proposed a suggestion with a new rate of 2/- per hour for Firemen in the first hour and 1/- per hour afterwards be adopted by all authorities (Carried). It was also suggested that a fee of 9d be paid to extra men engaged as pumpers at an incident for the first hour and 6d per hour afterwards. This was discussed and after a hung vote the chairman cast his vote in favour of the men being paid 6d per hour during the whole time they were engaged.

CHARGES FOR ATTENDING A FIRE (Insurance or Private Owners)

Northwich 3/- (3 Shillings) Per Hour

CHARGES FOR FIREMEN

Northwich 1/- Per Hour

CHARGES FOR PUMPMEN

Northwich 6d Per Hour

CHARGES FOR USE OF FIRE ENGINE (Before

Northwich £2/2/-d for the first two hours then £1/1/0 for every succeeding two hours.

CHARGES FOR USE OF FIRE ENGINE (After a meeting in Middlewich)

£2/2/- for the first two hours then £1/1/- for every succeeding two hours or fractional part of two hours.
Any Damage to the Fire Engine or Horses would be the responsibility of the parties hiring the same.

HIRE OF HORSES

NORTHWICH = Supplied with a Pair of Horses for £2/2/- for any distance up to two miles and 5s, for driver; any distance over two miles and under 5 miles, £3/3/- and 7/6d (Seven shillings and six pence /d) for driver.

Northwich's Fire Brigade prior to 1892 had Sergeant William H Chadwick in charge. In July 1892 (Nantwich Guardian - Saturday 08 July 1882) the engine attended an incident at Lostock on a construction by the Davies Calorine Process Company in a wooden shed.

In 1896, the Fire Brigade in Northwich was based at Whitton Street and was run by the Northwich Rural District Council with Superintendent William H Chadwick in charge.

In 1902, the Urban Council Fire Brigade was under Superintendent Joseph Arrowsmith.

The first Station at 50 Chester Way was in operation until 1973 when it was moved to London Road (Braddon Close, Davenham).

The original building had been opened as a Northwich Fire Museum by Volunteers. But in November 2017 the building was acquired by clothing businessman and ex Northwich Rugby Union Player Bryan Johnson to set up Buccaneer Promotions which was at the time in Moss Farm. Bryan hoped to keep the character of the fire station and wanted to display memorabilia from the Northwich brigade on its walls.

The new station is situated at London Road, Northwich and was opened on the 29 June 1973 by Councillor Lieutenant Commander B.L. Butcher.

NORTHWICH FIRE ENGINES

Morris Commercial Merryweather Pump (GMB731)

Dennis F12 Pump Escape (RMB634) Preserved in Bury Transport Museum

Dennis F45 (VLG786J)

ERF (FLG647K)

Ford Transit Canteen Van (YTU184M)

ERF WrL (TCA864R)

Landrover L4P (DDM337S)

Dennis RS133 (HFM710X) Moved to Winsford as a OSU.

Dennis RS133 (E462XLG)

Leyland Articulated Control Unit (G999PFM)

Talbot Express (J421PVR) Used as a Command Support Vehicle.

Mercedes 1124 (K627KMB) Started at Knutsford and then became the second appliance at Northwich.

Exported 20 March 2013.

Mercedes (L971TFM) Based at Congleton after an RTA wrote off their previous vehicle.

Sent to Latin America.

Dennis Sabre (N711GFM) 1995

Mercedes Atego (DA52YZH) Moved to Chester.

Control Unit (AY05HXP)

Scania (PO11FZN) Left Northwich in 2020

Dennis Sabre (N712GFM) 1995 to date.

Mercedes Atego Command Unit (FN54AFX)(2004)

Ford Transit Welfare Unit (DK59DHG)

CURRENT APPLIANCES 2020

Scania (PO11FZP) New 2011

Scania (MX20ANU) New 2020

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PENKETH FIRE STATION HISTORY

Penketh gained a new fire station in 2017 when it was opened by the Lord Lieutenant of Cheshire.

Staffed by Wholetime (Permanent Crew) and On Call (Part Time) Fire-fighters the station was one of a number of additions opened in 2016-17.

Lord Lieutenant of Cheshire, David Briggs MBE along with children from St Vincent's Primary School, Penketh and Cllr Bob Rudd the Chair of the Cheshire Fire Authority officially opened the station in 2017.

PENKETH FIRE ENGINES

SCANIA / POLYBUILT P320 DB4X2 Light mast (2017) (MX17GAU)

CURRENT APPLIANCES 2020

Scania (PO12HVK) New 2012

Scania (MX17GAU) New 2017

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POWEY LANE FIRE STATION, MOLLINGTON CH1 6LH (Chester)

Work started in December 2015 on a new fire station to cover the M56 and the response time across Cheshire, Halton and Warrington. Opened in August 2016 it is one of four new stations in Cheshire and houses specialist units along with a Wholetime crew. Cllr Bob Rudd the Chair of the Cheshire Fire Authority officially opened the station on the 2 May 2017.

POWEY LANE FIRE ENGINES

SCANIA / POLYBUILT P320 DB4X2 Light mast (MX17GAA) (2017)

CURRENT APPLIANCES 2020

Scania (MX17GAA) New 2017

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POYNTON FIRE STATION HISTORY

Poynton had a Fire Brigade which was formed in December 1955 with 13 Fire-fighters with an appliance housed in a small building behind the Poynton School, off Park Road. The first officer at Poynton was Sub Officer Norman Moss who served from December 1955 to February 1983. During his time his crew were called to the station firstly by the sounding of a WW2 Air Raid Siren followed by a bell housed in the firemen's homes and finally with pocket alerters.

In 1968 Poynton gained a new fire station at School Lane, Poynton and by 2008 when it was 40 years old had since 1955 had seen 100 "On Call" Fire-fighters serving the area.

On the 13 January 2014 Poynton station was transformed into a new emergency services hub housing "Fire", "Ambulance" and "Police" vehicles.

POYNTON FIRE ENGINES

Dennis F38 (WMA427E)

Land Rover 109 (DMB907X) also served at Bollington now in the Historic Collection.

Land Rover L4P / Carmichael Redwing (Box) (RTU894H)

Dennis R61 (DMB69S) also based at Warrington

Dennis RS133 (E459XLG) based at Crewe before Poynton.

Dennis Sabre (R46FMA) 1997 Now a reserve engine.

Mercedes Atego (DA02MZU) Was at Warrington 2002 / Left Poynton by 2020

CURRENT APPLIANCES 2020

Scania (PO13AZL) New 2013

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RUNCORN FIRE STATION HISTORY

Prior to 1840, Runcorn's fire brigade was made up of helpful residents but as needs became bigger an appliance was needed and on the 23 October 1840, a request was put into the Council for the purchase of one. However Bridgewater Trustees at the local Soap Works had their own Fire engine and offered its use to the town to fight fires saving the town from having to supply its own crew and machines.

In April 1858, Runcorn purchased its own appliance which was manned by a crew under the Superintendence of Inspector Steen at the Town Yard, Delph Bridge.

In 1870, a Voluntary paid crew was formed and given £2 10s 0d for attending a drill and 9d an hour to attend a fire.

PAYMENTS FOR ATTENDING AT DRILL (Weekly Training) 1870

Superintendant £6/0s/0d

Deputy Superintendant £3/10s/0d

Fireman £2/10s/0d

Call boy £1/10s/0d

PAYMENTS FOR ATTENDING A FIRE 1870

Superintendent On Arrival £0/3s/0d. Every hour after first arrival hour £0/1s/6d

Fireman On Arrival £0/2s/0d. Every hour after first arrival hour £0/1s/0d

Helpers (To Man the pump) 9d every hour

By 1896, still at Delf Bridge (or Delph Bridge) with the keys at the Police Station in Bridge Street with Superintendent Robert Wright in charge. (Kelly's Directory)

In 1902, the Fire Brigade was still based at the Engine Station in Delph Bridge, with Superintendent Robert Wright in charge with the keys kept at the local Police Station in Bridge Street. (Kelly's Directory)

In 1908, the station moved to Lowlands Road.

One year into the Second World War in 1940 the Runcorn crew became a full-time crew rather than an Auxiliary one.

Under new powers in 1943, Cheshire County Fire Brigade took over Heath House in Heath Road, Higher Runcorn as its Fire Brigade HQ.

In 1960, after many years of neglect the original Lowlands Road building was demolished and replaced by the present station.

RUNCORN FIRE ENGINES

Leyland SPP (DTU862)

Austin K2 Canteen Van (GXH626)

Fordson (GXM798)

Dennis F24 (981DMA) Originally at Chester then at Runcorn.

Dennis F38 (TTU64D)

Land Rover L4P (YMB475J) with pump and roll of hose on the back.

Dennis F49 (PMA209L) Based at Runcorn but also part of the Driving School Fleet. (1986)

Dennis RS133 (EMA950X) (1980's)

Dennis RS133 (A358VFM) (1980's)

Ford Van / Chemical Incident Unit (SMB670R)

ERF WrL (TCA862R) 1980's. Also served at Knutsford, Runcorn, Wilmslow.

Bedford CF L4T (XFA44T)

Mercedes 1124 (K629KMB) Moved to Congleton then exported to Latin America 20 March 2013.

Mercedes 1124 (L972TFM) Exported to Latin America 20 March 2013.

Mercedes Atego (Y495PTU) Also at Winsford 2000, Runcorn and now Sandbach.

Mercedes Atego (DG53JNV) Now at Middlewich

Scania (PO11FZP)

Scania (PO13AZJ) New 2013

Scania (MX17GBU) New 2017

CURRENT APPLIANCES 2020

Scania (PO13AZJ) New 2013

Scania (MX17GBU) New 2017

Scania (MX21EFU) 6 Aug 2021

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SALE FIRE STATION HISTORY (Now Manchester)

1896 Based at 4 School Road, Sale with Superintendent A. G. McBeath in charge.

1902 Based at 4 School Road, Sale with Superintendent John J Hunt.

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SEACOMBE FIRE STATION HISTORY

1896 Fire Engine Station Seacombe division based in Latt Street with Superintendent James Leather, Captain William McGuire and 9 Men.

1902 Fire station based at Platt Street with Captain William Clark and seven men.

#####

STALYBRIDGE FIRE STATION HISTORY

1857 Superintendent of Firemen and Police Mr John Heap at Shepley Street.

In 1896 Superintendent William Chadwick was in charge of the Fire Brigade and was also the Inspector of Hackney Carriages and Common Lodging Houses and was based in the Town Hall in Stalybridge.

In 1902 the Fire Brigade and Police were run as a joint operation with the Chief Constable of Police John Bates also acting as Superintendent of Fire Brigade at the Town Hall in Stamford Street.

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STOCKPORT FIRE STATION HISTORY (Now Manchester)

In 1896, the Country Borough Fire Brigade was based at Mersey Street with Chief Constable and Superintendent of the Fire Brigade W. H. Jones in charge.

In 1902 the County Borough of Stockport Fire Brigade was based in Corporation Street with Superintendent Howard Beckwith.

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STOCKTON HEATH FIRE STATION HISTORY

The original station was in essence housed in two garages of a house. The new purpose built station is now based in Ackers Road, Stockton Heath.

STOCKTON HEATH FIRE ENGINES

Land Rover L4P (557WTU) Also based at Bollington and this version was made into a 1/76 model by Oxford Models.

Dennis F38 (WMA314E)

Dennis R Series (VCA493R) Low Height appliance. Reserve at Widnes July 1986.

Dennis DS151 (B493CMB) 1986

Dennis DS151 (C101JCA)

Mercedes Atego (Y496PTU) One of the 2 Mercedes first purchased for Cheshire in 2001.

The second unit was based at Winsford.

This unit was at Stockton Heath / Widnes and now at Nantwich.

Iveco LFA (MX05LLK) Van with Ladders / Birchwood / 2017 Reserve.

MAN (DK08AHX)

2002 ERF Aerial Appliance (ML02MTJ) Now at Macclesfield.

Iveco LFA (MX06KWJ) Originally based in Winsford / Stockton Heath / 2017 Reserve appliance.

SCANIA 26T ROSENBAUER HP PLATFORM(MX16JCU) (2016)

CURRENT APPLIANCES 2020

MAN TGM PLASTISOL (DK08AHX) New 2008

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TARPORLEY FIRE STATION HISTORY

Situated in Park Road, Tarporley the town had its first brigade in 1866 having been established by the 11th Earl of Haddington (Owner of Ardene Hall) in 1865. The building is constructed of Red brick with a pitched slate roof, cast iron bell and timber sliding doors it had one room attached to the bay with a toilet added to the building in c1939 when World War 2 regulations were brought in stipulating that stations had to be manned with a telephone, Siren and toilet facilities.

In 1892, water mains reached Tarporley and soon after Fire Hydrants were made available for the brigade.

By 1896 and 1902 the Volunteer Fire Brigade consisted of 20 Men with the Earl of Haddington as Captain Commandant; Captain and Secretary Henry Heald, Lieutenant George Gregory and Treasurer Thomas Hayward.

In 1897 Allan McCulloch M.B. Hon surgeon was the treasurer of the brigade.

In 1957, the main station in Tarporley was moved to the High Street as part of a shop façade with the second smaller station at 84 Park Road becoming a store room for many years until it became the home of the Fire Brigade Museum in 2001 housing the Shand Mason Horse Drawn Pump owned by retired fireman Maurice Hunt who acts as curator of the museum. The Shand Mason pump is actually one purchased from Peplow Fire Brigade and is an identical model to the one used at Tarporley which has been lost and so Maurice Hunt has repainted the pump in the Tarporley livery to show what it would have been like in the town.

On the 22 September 2006 the museum at Park Road was given Grade 2 listed status by English Heritage (ID 495721)

In 1993, the brigade moved out of the High Street, with the building becoming the “Old Fire Station Chocolate Shop” and the appliances were housed in a new building in Birch Heath Road.

TARPORLEY FIRE ENGINES

Dennis F8 (YMB847)

Dennis DS151 (C100JCA)

Dennis DJ (CLG103K) Scrapped on the 28 Feb 2009.

Land Rover 109 (VFM729R) Box like vehicle.
Land Rover (DMB905X) From Tarporley it was transferred to Widnes. Now with a collector in France.
Dennis Sabre (V897JMA) Was at Chester then Tarporley / 2017 was no longer in the Cheshire fleet.
Dennis Sabre (R43FMA) 1997. Now a reserve appliance.

CURRENT APPLIANCES 2020

MAN L2000 (DK57GCX) New 2007

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WALLASEY FIRE STATION HISTORY

1897 and 1902 Fire station based at Leasowe Road with A Halewod as caretaker.

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WARRINGTON FIRE STATION HISTORY

1791, Formation of the Warrington Brigade with appliances based at the Market and the Old Bridewell (Police Station). In 1828 Mr John Smith was the Superintendent of the Warrington Brigade until his death in 1844 at the age of 50.

By 1842, there were six appliances in the town that were joined in 1856 by a pump called "The Nile" which according to local history needed 44 people to operate and six horses to move it.

In 1879, the town had a new station in Queen's Street which included a smithy for the horses, a training area and Commander's House.

Two new steam appliances were purchased for the station in 1880 ("Major" costing £2463) and 1894 ("Captain" costing £6520) and in 1913 a new Motorised appliance arrived from builders Thomas Burton costing £1000.

In 1967 a new station was built at Winwick Road and officially opened on the 17 July 1968 by Mayor David W Pickering.

WARRINGTON FIRE ENGINES

1880 "Major" Steam Pump.

1894 "Captain" Steam Pump.

1913 Leyland U (ED1400) dating from about 1913, built by Thomas Burton. (Motor Powered Engine)

Leyland FT Pump Escape (ED8952)

Bedford Busmar Body TK Foam Tender (8101ED) Only Lancashire and Warrington had this appliance

Dennis F12 Pump escape (KED300)

Dennis F15 (OED888) Used as a Lighting Unit.

Austin EST (PED555)

Dennis F26 (YED111) Used at old and new stations in Warrington.

Dennis F27 Extendable Ladder Hayden / Magirus TL (4000ED)

Bedford TK Emergency Tender (EED999D) Only lasted 5 years.

Bedford TK Emergency Tender (NED101G)

Bedford SHZ Foam Tender (SED999) County Borough of Warrington Fire Service.

Dennis F46 (WED24J)

ERF84PF (NED832M) Later rebodied taking away the large wheeled ladder and replacing the back with pump outlets by March 1983.

ERF 50 foot Snorkel PHP (NMA397P) Originally based at Crewe (1975). Moved to Warrington prior to March 1983. This ERF has a standard base with a hydraulic platform on top.

ERF (TCA861R) Also at Crewe

Dennis R61 (DMB69S) also at Poynton

Dennis Delta 2 Foam Tender (EFM561S) Moved from Warrington to Ellesmere Port after 1986.

Dennis RS133 (HFM712X) (1980's)

Dennis RS133 (SDM557V) (1980's)

Dennis RS133 (E461XLG) (Still in service in 2002)

Range Rover Light Rescue Vehicle (6 Wheel) (DMB67S) Originally at Warrington

Moved to Birchwood.

Dennis Carmichael Extendable Ladder (B272BMB) Sold to Dublin Fire Brigade for a Training vehicle under the registration 84 D 7459.

Bedford CF (A320RFM) worked at Crewe, Middlewich and Warrington as a Special Incident Vehicle.

It was later converted to an Ice Cream Van.

GMC Rescue Tender (H442AMA)

Mercedes Carmichael 1124F (L970TFM) Now in Latin America.

Dennis Sabre (N713GFM) Also at Bollington

ERF EC8 Foam Tanker (P135RMA)
Ford Ranger (DK56JYP) used to tow the rescue boat.
Mercedes Atego (DA02MZU) 2002 Now at Poynton.
MAN (DK08AHU) 2017 No longer in the Fleet.
Scania P320 (PO12HVK)
Scania P320 (MX65BCF) Moved to Sandbach in April 2018.
Mercedes Sprinter Hazard Management Unit (DA52YZG) Van
CURRENT APPLIANCES 2020
Scania (MX67JUA) New 2017

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WIDNES FIRE STATION HISTORY

(Lancashire and later Cheshire)

Widnes had its first Fire Station in 1959 which was officially opened on the 12 November 1960 by the Rt Hon Lord Cozens Hardy JP DL and was part of the Lancashire County Fire Brigade until the 1 April 1974. In 1974 the station had two appliances, one a wholetime and one retained with an emergency tender. In 1989 the two appliances became wholetime.

WIDNES FIRE ENGINES

(LANCASHIRE FIRE BRIGADE)

AEC Regent (LTJ858) by 1968 it was used by the Manchester Fire Brigade in their training centre.
Bedford J4 (276NTF) On the 22 April 1964 this appliance rolled over on the road at Ditton.
The Bedford was put back into action and served later at Widnes under the Lancashire County Fire Brigade banner.

(CHESHIRE FIRE BRIGADE)

Bedford Emergency Tender (576YTD) with bodywork by Cocker (1970's)
Dennis F49 or F131 (VTU433R) Originally based at Widnes it went to Ellesmere Port.
Dennis RS133 (HFM709X)
Dennis SS135 (E460XLG)
Land Rover (DMB905X) At Tarporley A10 and Widnes. Now with a collector in France.
Mercedes 1124 (K628KMB)
Mercedes (L969TFM) Exported in March 2013.
Mercedes Atego (Y496PTU)
Mercedes Atego (DA54YUB)
Scania (PO13AZN) Available as a Model by Fire Brigade Models 15, Grennell Close, Sutton, Surrey SM1 3LU
MAN (DK57GCX) Seen dampening down 5 days after the Bosley Fire. Moved to Tarporley 2017
Scania (MX17GBF) New to Widnes 2017

CURRENT APPLIANCES 2020

Scania (MX20ANR) New 2020

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WILMSLOW FIRE STATION HISTORY

The date of the first station opening is not recorded but it was situated at Green Lane. By 1897, Captain Mole was in charge of the Volunteer Fire Brigade in the town. In 1909 the brigade moved to Hawthorn Street in the same building as the town's library. In 1902 the Volunteer Fire Brigade was under Captain A Price with records showing he was still in charge in 1914. Up until 1924 the brigade volunteers were summoned to the station by a hooter on the top of the Gas Holder and the Steam Pump was transported by horses supplied by the local Cab companies with them being detached from the cab and then re attached to the pump when needed. On the 29 July 1924, Wilmslow purchased its first motorised appliance with solid tyres. On the 5 June 1964 the present station at Altrincham Road was opened by the Lord Lieutenant, Colonel Sir Walter Bromley Davenport MP. It cost £54,000 to build the three bay building.

WILMSLOW FIRE ENGINES

Albion (DTU235) Purchased for the Wilmslow U.D.C.
Dennis F8 (605BTU)

Dennis F8 (RMB475) Also stationed at Ellesmere Port.
 Dennis F12 (VTU645) Served at Wilmslow/ Bebbington / Chester
 Dennis F38 (DLG413F) Also used as a Spare at Chester.
 Dennis F48 (CLG772K)
 ERF WrL (TCA862R) 1980's. Also served at Knutsford, Runcorn, Wilmslow.
 Land Rover L4P (ECA65S) Also stationed at Crewe and Bollington
 Dennis F131 (PKC475S) Previously owned by Merseyside it was kept as a reserve appliance.
 Dennis RS133 (D688PMB) Originally at Sandbach it was then at Wilmslow.
 Dennis Sabre XL (V898JMA) 1999. This then moved from Wilmslow to Bollington.
 Iveco LFA (MX59KOB) Van equipped with ladders etc. / 2017 No Longer in the Fleet.
CURRENT APPLIANCES 2020
 Scania (MX19EWK) New 2018
 MAN L2000 (DK57GCV) New 2007

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WINSFORD FIRE STATION HISTORY / HEADQUARTERS

By 1885 the Winsford Fire Brigade was a Volunteer Brigade run by a committee which included Messrs J H Cooke (Clerk Winsford Local Board), S W Cross (Winsford), Jabez Hulse and S W Cross (Winsford Local Board) who attended a meeting about local fees to attend incidents.
 The Alderley and Wilmslow Advertiser of Friday the 22 May 1885 and Northwich Guardian of Saturday 23 May 1885, reported about a meeting of representatives from various local boards in the district at the Town Hall in Middlewich on the previous Wednesday (20 May 1885). The Middlewich Local Board called the meeting to see if some uniform charge could be adopted in regard to fire brigades.
 The Rev H G Barnacle said that since he had been connected with the Holmes Chapel Fire Brigade he had had some dispute with the insurance company on every occasion that there was a fire. They had objected to pay the firemen (1/-) 1 shilling and hour.
 Winsford and Middlewich seemed to charge similar fees with Holmes Chapel's Captain of the Fire Brigade being paid 3shillings and hour and the Sub Captain being paid 2/6d. The Firemen received 2 shillings (2/-) per hour during the whole time while their pumpers received 1 shilling (1/-) for the first hour and 6d per hour afterwards with the brigade being kept up by Voluntary subscriptions.
 Middlewich firemen were awarded a yearly salary.
 It was thought that two fees should be paid with one being for local area fires and another for out of district attendances.
 The Rev H G Barnacle said that there had never been a fire in Holmes Chapel but he had had a tassel with the insurance company and they had agreed to pay the Superintendent of a brigade 3/- for the first Hour and 2/6d per hour afterwards with the Captain to receive 2/6 for the first hour and 2/- for each succeeding hour.
 There was also an objection about the amount of beer available to the men (Pump men were offered beer as an incentive to man the pumps) and the Rev H G Barnacle knew of a place where it was impossible for eighteen barrels of beer to have been drunk, and the insurance company objected to paying £40 odd for bread, beer and cheese.
 Mr Cross proposed a suggestion with a new rate of 2/- per hour for Firemen in the first hour and 1/- per hour afterwards be adopted by all authorities (Carried). It was also suggested that a fee of 9d be paid to extra men engaged as pumpers at an incident for the first hour and 6d per hour afterwards. This was discussed and after a hung vote the chairman cast his vote in favour of the men being paid 6d per hour during the whole time they were engaged.

CHARGES FOR ATTENDING A FIRE (Insurance or Private Owners)
 Winsford 2/6d

CHARGES FOR FIREMEN
 Winsford 1/- Per Hour

CHARGES FOR PUMPMEN
 Winsford 9d Per Hour

CHARGES FOR USE OF FIRE ENGINE (Before)
 Winsford £2/2/- for the first four hours and 10 shillings 6d for every succeeding four hours.

CHARGES FOR USE OF FIRE ENGINE (After a meeting in Middlewich)
 £2/2/- for the first two hours then £1/1/- for every succeeding two hours or fractional part of two hours.
 Any Damage to the Fire Engine or Horses would be the responsibility of the parties hiring the same.

HIRE OF HORSES

WINSFORD = Winsford said that they had no fixed scale for the cost of Horses but a reward of £1 for the first pair of horses arriving after an alarm after 6pm and 5 shillings if before 6pm.

By 1897 (Kelly's Directory) the Winsford Fire Brigade was at the Market Place with Superintendent Thomas Hulse in charge

By 1902 (Also listed in 1914 Kelly's Directory) the Fire Station in Winsford was listed at 1 Station Road with Superintendent Thomas Hulse in charge and in 1914 he was replaced in the listings by Superintendent William Dodd.

23 Aug 1915 (Date of Newspaper) A big fire was reported at the Verdin, Cooke and Companies Salt Works which was attended by crews from Sandbach, Middlewich and Winsford fire brigades.

The next station was opened at the bottom of the High Street and Wharton Hill, Winsford and was then relocated to Sadler Road in 1976.

In 2008 the station had major refurbishment including the removal of the snooker table in the recreation room. In March 1997 the Headquarters at Walmoor House Chester closed down and operations were moved to a new site in Winsford. In October 1997 the Duke of York officially opened the new Headquarters at Winsford which in June 2010 had an extra extension added to the Cheshire Fire and Rescue Service Fire Station to make it the HQ.

WINSFORD FIRE ENGINES

Thornycroft (PTU583)

Dennis F28 (508PLG) also based at Crewe.

Dennis F38 (DLG416F)

Dennis F45 (VLG789J)

ERF (TCA863R)

Ford Transit Salvage Tender (DTU347S)

Dennis RS133 (SDM860V)

Dennis SS133 (D692PMB)

Leyland Articulated Control Unit (G998RFM) 1 of 2 in the area at the time. This later became a Fire Safety Demonstration / Exhibition Unit.

Peugeot Talbot Express (J422PVR) Command Support Unit.

Mercedes 1124 (K626KMB)

Dennis Sabre (N707GFM) Also at Crewe / 2017 No longer in the Fleet.

Mercedes Atego (Y495PTU) At Winsford, Runcorn and now Sandbach.

Dennis SS OSU (HFM710X) Started at Northwich as a Pump engine and now a low loader for specialist equipment. Decommissioned in 2009.

Iveco TRV Van (MX06KWJ) Originally based in Winsford / Stockton Heath / 2017 Reserve appliance.

MAN L2000 (DK57GCV)

Scania (PN10HRP) Part of the Driving School Fleet / 2017 Winford Advanced reserve.

Scania (PO13AZL)

Iveco Van (MX59KOE)

MAN Marchall IRU079 (DG53FYJ) Rescue Support Vehicle / Incident Response Unit provided by the Government to Decontaminate a large number of people in case of a CBRN attack.

MercedesVario 812 4 X 4 (DK61EXA) Major Incident Rescue Unit

Citroen Post Incident Support Vehicle (BF12BXB)

Dennis Sabre XL (V897JMA) (1999) 2017 at Winsford

MAN TGM PLASTISOL Light Mast (DK08AHU) (2008) 2017 at Winsford

CURRENT APPLIANCES 2018

Mercedes Atego Light Mast (DG53JNX) New 2003

Scania (PO13AZL) New 2013

CURRENT APPLIANCES 2020

MAN L2000 Plastisol (DK57GCV) New 2007

Scania (MX20ANV) New 2020

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#FB08. Previous CHESHIRE FIRE ENGINE FLEET

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Various	SHAND MASON STEAM PUMPS
DTU235	Albion (Wilmslow) Purchased for the Wilmslow U.D.C.
ED1400	Leyland U (Warrington) dating from about 1913. (Motor Powered Engine)
ED8952	Leyland FT Pump Escape (Warrington)
1936	Jennings (Body 1934 to ERF) Lymm Urban District Council – Fordson V8 (1936)
1937/40	Jennings (Body 1934 to ERF) Sandbach Urban District Council – Fordson 7V (1937)
8101ED	Bedford Busmar Body TK Foam Tender. Only Lancashire and Warrington had this appliance
DTU862	Leyland SPP (Runcorn)
FMA210	Leyland Matz TL (Borough of Macclesfield). Now part of the Heritage Collection.
GGN761	FORDSON (I of 2 engines at the old fire station in Congleton).
GMB731	Morris Commercial Merryweather Pump (Northwich)
GXH626	AUSTIN K2 Canteen Van (GXH626)
GXM798	FORDSON (Runcorn) (Body by Jennings?)
NYV476	AFS “GREEN GODDESS” Painted Red (Congleton)
NTU606	THORNYCROFT (Frodsham)
NTU607	THORNYCROFT (Frodsham)
PTU583	THORNYCROFT (Winsford)
UNKN	ROLLS ROYCE Appliance

DENNIS N Type 1905 to 1920's.

1950's to 1970's

DENNIS F1 in service 1939.

NED146	DENNIS F1 (Warrington 1955)	Cheshire
	(There were only 159 F1 models produced)	
UNKN	DENNIS F1 (Sandbach)	

In 1948 Government regulations insisted that Fire Engine Cabs be enclosed with no Fire-fighter sitting on the outside of the appliance with the potential of falling off.

DENNIS F7 in service 1949.

LFM200	DENNIS F7 (Chester)	Restored as part of the Heritage collection.
MMB450	DENNIS F7 (Ellesmere Port)	

DENNIS F8 in service 1956 to 1984.

(Nicknamed the Ulster after the Northern Ireland Fire Service who purchased the first model)

UNKNOWN	DENNIS F8 (Sandbach)	Fate and Reg Number not recorded so far.
605BTU	DENNIS F8 (Wilmslow)	
PMA816	DENNIS F8 (Malpas)	
RMB475	DENNIS F8 (Ellesmere Port and Wilmslow)	
RMB996	DENNIS F8 (Nantwich / Audlem)	Now in the Cheshire Historic Collection. (PRESERVED) (Possibly Purchased in 1953)
TLG328	DENNIS F8 (Nantwich / Rolls Royce works)	Purchased for use at the Rolls Royce Works as part of their Fire Station which was also on call for Cheshire and later based at Nantwich. (PRESERVED) (Possibly Purchased in 1954) Now in a Transport Museum in St Helens.
TLG887	DENNIS F8 (Hoylake / Crewe)	Delivered to Hoylake (Cheshire) in 1954 and then was based at Crewe. In 1975 it was transferred to Birkenhead in Merseyside and is now in the Merseyside Brigade Museum (PRESERVED) (Possibly Purchased in 1954)
VFM77	DENNIS F8 (Chester)	Unknown
YMB847	DENNIS F8 (Tarpoley D4)	Now in Louth, Lincolnshire (July 2012) (Model available in the Day's Gone Series of Metal diecast toys) Dk (PRESERVED) (Possibly Purchased in 1954)

Land Rover Series 2 Redwing

AMB587B LAND ROVER SERIES 2 Redwing (Matchbox made a model with this registration number and the Kent Fire Brigade colours.)

DENNIS F12 in service Tba to Tba (Final year of production).

KED300 DENNIS F12 Pump Escape (Warrington)
NMB386 DENNIS F12 (Bebbington) With Ladder and Large Wheel to move it.
NTU930 DENNIS F12 (Crewe)
RMB633 DENNIS F12 (Heswell / Congleton) Purchased for Heswell in Cheshire.
By the 1970's it was based at Congleton, West St
In 1974 the Heswell station was absorbed into
the Merseyside Brigade.
(PRESERVED) (Possibly Purchased in 1953)
RMB634 DENNIS F12 (Northwich) Now in Bury Transport Museum, Lancashire.
(PRESERVED) (Possibly Purchased in 1953)
VTU645 DENNIS F12 (Wilmslow / Bebbington / Chester)
At Wilmslow station from 1955 and Bebbington.
It stayed in service at Chester until 1977.

DENNIS F15 in service Tba to Tba (Final year of production).

OED888 DENNIS F15 (Warrington) Stayed in service until 1977 and is now
being restored. In 1997 it was owned
by D West of Mortimer near Reading.

(There were only 83 F15 models produced)

AUSTIN

PED555 Austin EST (Warrington)

DENNIS F24a in service 1959 to 1962 (Final year of production).

371YMA DENNIS F24A (Ellesmere Port)
871CMB DENNIS F24A (Macclesfield) Became part of the GMC in 1974.
940NMB DENNIS F24A (Heswell) 1961 Based at Heswell.
(1974 station became part of Merseyside)
981DMA DENNIS F24A (City of Chester / Runcorn) Pre 1975 at Chester.

DENNIS F26 in service Tba to Tba (Final year of production).

YED111 DENNIS F26 (Warrington) Used at old and new stations in Warrington.

DENNIS F27 in service Tba to Tba (Final year of production).

4000ED DENNIS F27 Extendable Ladder Hayden / Magirus TL (Warrington)

DENNIS F28A in service 1959 to 1964 (Final year of production).

1818FM DENNIS F28 (Chester) Unknown
508PLG DENNIS F28 (Crewe / Winsford) Based at Crewe and Winsford.
509PLG DENNIS F28 (Frodsham)
840YTU DENNIS F28 (Macclesfield and Bollington)

DENNIS F36 in service 1963 to 1968 (Final year of production).

DLG413F DENNIS F36 (Wilmslow / Spare at Chester)
(Unkn) DENNIS F36 (2 machines bought by Cheshire – see above)

DENNIS F38 in service 1963 to 1970 (Final year of production).

(18 F38's were delivered to Cheshire County Fire Brigade between 1964 and 1970)

BMA536B DENNIS F38 (Ellesmere Port)
DLG416F DENNIS F38 (Possibly Chester / Winsford)
FTU332B DENNIS F38 (Knutsford / Frodsham)
FTU716B DENNIS F38 (Audlem / Sandbach)
FTU721B DENNIS F38 (Holmes Chapel 1965 – 1970's / Malpas 1970's to 1978)
Owned by Cheshire Fire service.
(PRESERVED) (Possibly Purchased in 1965)

MTU314E DENNIS F38 (Stockton Heath)

MTU317H DENNIS F38 (Macclesfield / Loan to Sandbach) 1969 Pump Escape.
It was then housed at Nantwich.
It became the Rolls Royce in Crewe appliance
before going into Preservation.
It was on loan to Sandbach.
Now a Preserved engine with the Dennis Society.
(PRESERVED)

RLG889H DENNIS F38 (Middlewich)

TTU64D	DENNIS F38 (Runcorn)	
ULG997E	DENNIS F38 (Nantwich)	1969
WMA314E	DENNIS F38 (Stockton Heath)	
WMA315E	DENNIS F38 (Congleton)	
WMA427E	DENNIS F38 (Poynton)	
DENNIS F45 in service 1969 to 1971 (Final year of production).		
JTU775G	DENNIS F45 (Crewe)	
VLG786J	DENNIS F45 (Northwich)	By 1976 the appliance was Sold to Cynwyd Mountain Fire North Wales.
VLG787J	DENNIS F45 (Congleton)	
VLG788J	DENNIS F45 (Holmes Chapel)	
VLG789J	DENNIS F45 (Winsford)	
WLG317J	DENNIS F45 (Sandbach)	1970's it was based at Sandbach the at ICI Winnington.

DENNIS F46 in service Tba to Tba (Final year of production).

WED24J	DENNIS F46 (Warrington)	
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DENNIS F48 in service Tba to Tba (Final year of production).

CLG772K	DENNIS F48 (Wilmslow)	Water ladder
CMB770K	DENNIS F48 (Knutsford)	In a Dayglo Orange paint (Pic 1978)

DENNIS F49 in service Tba to Tba (Final year of production).

HDM743N	DENNIS F49 (Chester)	Emergency Tender
PMA208L	DENNIS F49 (Macclesfield)	Sold at Stoodley's Auctions, Belle Vue, Manchester 11 Sept 1988.
PMA209L	DENNIS F49 (Runcorn)	Based at Runcorn but also part of the Driving School Fleet. (1986)
XMB497M	DENNIS F49 (Ellesmere Port)	In a Dayglo Orange paint it became known as the "Pink Panther" throu-out the brigade.

DENNIS R61 in service Tba to Tba (Final year of production).

DMB69S	DENNIS R61 (Poynton / Warrington)	
DMB70S	DENNIS R61 (Ellesmere Port)	Converted to a Cherry Picker.
DMB71S	DENNIS R61 (Frodsham)	
DMB72S	DENNIS R61 (Congleton)	
EFM560S	DENNIS R61 Emergency Tender (Crewe)	
EFM561S	DENNIS DELTA 2 Foam Tender (Warrington / Ellesmere Port after 1986)	
EFM563S	DENNIS R61 (Malpas)	Now Preserved.
UMA286R	DENNIS R61 (Bollington)	
UMA287R	DENNIS R61 (Audlem)	
VCA493R	DENNIS R SERIES (Stockton Heath)	Low Height appliance. Reserve at Widnes July 1986.

BEDFORD

WMB700E	BEDFORD TK Turntable Ladder (Macclesfield) from 1967.	
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DENNIS Light 6 in service Tba to Tba (Final year of production).

EFM808	DENNIS LIGHT 6 (Chester)	Now in Merseyside Heritage and Education Centre (Oct 2012)
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DENNIS F108 in service 1968 to 1971 (Final year of production).

FLM673J	DENNIS F108 (Chester)	Later moved to Ellesmere Port
LFM6735	DENNIS F108 PHP50 (Chester)	(1969 New station at Chester opened)
UFM379K	DENNIS F108 WRL (Chester)	Pre 1976

DENNIS D in service 1969 to 1972 (Final year of production).

CLG103K	DENNIS DJ (Tarporely)	Scrapped 28 Feb 2009. It had been in Preservation.
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ERF WRL in service Tba to Tba (Final year of production).

CTU542N	ERF WRL (Chester)	Built for Chester then in 1974 it was transferred to the Merseyside force. (see below)
FLG647K	ERF WRL (Northwich)	
FLG648K	ERF WRL (Chester)	Built for Chester then in 1974 it was transferred to the Merseyside force. (see above) It was seen in 1983 at Crewe.
FLG649K	ERF WRL (Crewe 1983)	It was built for Chester.

NED832M ERF84PF (Warrington)
 NKF470F ERF Bulk Foam Tanker made from a concerted Fuel Tanker (Ellesmere Port).
 NMA397P ERF SIMON 50 foot Snorkel PHP (Crewe 1975 / Warrington Pre 1983)
 JMB350G ERF Hydraulic Platform (Ellesmere Port)
 KMA152L ERF Pump engine (Ellesmere Port)
 TCA861R ERF (Crewe / Warrington)
 TCA862R ERF WRL (Knutsford, Runcorn, Wilmslow)
 TCA863R ERF (Winsford)
 TCA864R ERF WRL (Northwich)

1980's

A320RFM BEDFORD CF (Crewe / Middlewich / Warrington) As a Special Incident Vehicle.
 It was later converted to an Ice Cream Van.

DENNIS DS151 in service late 1960's to Tba (Final year of production).

B493CMB DENNIS DS151 (Stockton Heath) 1986
 B494CMB DENNIS DS151 (Nantwich) 1985 (to after 1990's)
 C100JCA DENNIS DS151 (Tarporley)
 C101JCA DENNIS DS151 (Stockton Heath)

DENNIS F125 in service 1980's

WFM464W DENNIS F125 HP (Macclesfield) Hydraulic Platform. This is available as a
 Corgi Classic model limited edition of 4,000.
 WFM465W DENNIS F125 HP (Chester) About July 1986

DENNIS F131 in service 1980's

PKC475S DENNIS F131 (Wilmslow) Previously owned by Merseyside it was kept
 as a reserve appliance. (1970's)

VTU433R DENNIS F131 (Wigan and Ellesmere Port)

DENNIS / Carmichael in service 1980's to Tba (Final year of production).

B272BMB DENNIS / Carmichael Extendable Ladder (Warrington)
 Sold to Dublin Fire Brigade for a Training vehicle under the registration 84 D 7459.
 D687PMB DENNIS / Carmichael (Congleton) 1987
 D688PMB DENNIS / Carmichael (Sandbach / Wilmslow) 1987
 D689PMB DENNIS / Carmichael (Middlewich) 1987
 D690PMB DENNIS / Carmichael (Holmes Chapel) 1987
 D691PMB DENNIS / Carmichael (Crewe) 1987
 D692PMB DENNIS / Carmichael SS133 (Chester = 1987 / Winsford / Nantwich = 1990's) 1987

DENNIS RS Series in service 1978 / SS Series about 1979/80.

A358VFM DENNIS RS133 (Runcorn) (1980's)
 A359VFM DENNIS RS133 (Chester) Chester about July 1986
 A360VFM DENNIS RS133 (Ellesmere Port) Seen at Ellesmere Port 13 July 1986.
 A361VFM DENNIS RS133 (Fodsham) (1986)
 E457XLG DENNIS SS133 (Chester) Pump Ladder purchased for Cheshire in 1987.
(PRESERVED) (Possibly Purchased in 1987)

E458XLG DENNIS RS133 (Macclesfield)
 E459XLG DENNIS RS133 (Crewe / Poynton)
 E460XLG Tba
 E461XLG DENNIS RS133 (Warrington) (1980's) (Still in service in 2002)
 E462XLG DENNIS RS133 (Northwich)
 EMA948X DENNIS RS133 (Macclesfield)
 EMA950X DENNIS RS133 (Runcorn) (1980's)
 EMA951X DENNIS RS133 (Knutsford) (1980's)
 HFM708X DENNIS RS133 (Crewe)
 HFM710X DENNIS RS133 (Northwich / Moved to Winsford as a OSU).
 HFM711X DENNIS RS133 (Crewe)
 HFM712X DENNIS RS133 (Warrington) (1980's)
 SDM556V DENNIS RS133 (Crewe) Started as a Water Ladder it was then converted
 to a Foam Tender and has been the low loader
 for use by the Brigade as a trailer to carry
 the "Shand Mason" historic vehicle.
 It was scrapped by 1996 and replaced
 by a Mercedes. (Reg No Could be SOW556V)

SDM557V DENNIS RS133 (Warrington) (1980's)

SDM558V	DENNIS RS133 WRL (Ellesmere Port during 1990)
SDM859V	DENNIS RS133 (Chester) Sold at Auction in 1995.
SDM860V	DENNIS RS133 (Winsford)
WFM466W	DENNIS RS133 (Birchwood) About 1983

**LANDROVER (V8 Safari / Jennings Conversion) information c/o Craig Howell.
L4P Conversion not listed (or LRP).**

557WTU	LAND ROVER L4P (Stockton Heath / Bollington) The Bollington version was made into a 1/76 model by Oxford Models.
AMB586B	LAND ROVER L4P (Bollington)
AMB588B	LAND ROVER L4P / Carmichael Redwing (Box) (Bollington) Preserved private.
DDM336S	LAND ROVER L4P (Crewe)
DDM337S	LAND ROVER L4P (Northwich)
DMB901X	LAND ROVER (Audlem C10) The first and last operational Land Rover Pump it was still operational in 2010 but was due to be withdrawn shortly from service. It was sold at Auction without Cheshire Markings and equipment. Now in Massachusetts.
DMB902X	LAND ROVER (Sandbach C2) Built in 1981 Land Rover Series III Jennings was later repainted and used by cadets until 11 Feb 2009 when it went into preservation. Owned by Craig Howell from Sandbach Fire Station.
DMB903X	LAND ROVER L4P (Middlewich C3 and Knutsford B3) Converted into a Line Rescue Tender for Knutsford and now in Operation with an Emergency team at a Power Station.
DMB904X	LAND ROVER L4P (Holmes Chapel and Malpas) Donated by Cheshire Fire Service to Operation Florian.
DMB905X	LAND ROVER (Tarpurley A10 and Widnes) Now with a collector in France. Owned by Sebastian in Chalons-en-Champagne (Reims) who bought it from John Craddock in July 2010.
DMB906X	LAND ROVER (Poynton C6) Still in operation (2014)
DMB907X	LAND ROVER 109 (Bollington C7 and Poynton) Now with the Cheshire Fire and Rescue Heritage Society.
DMB908X	LAND ROVER (Malpas) Written off in an accident at Hampton Heath on the way to a shout (Incident).
VFM729R	LAND ROVER 109 (Tarpurley) Box like vehicle.

LAND ROVER (Conversion Tbc) (Various Dates)

422RMB	LAND ROVER L4T (Ellesmere Port) with ladder.
34NMA	LAND ROVER L4V (Congleton) Open Back
ECA65S	LAND ROVER L4P Light Fire Vehicle (Crewe / Bollington / Wilmslow) Open Back Land Rover pictured in 1983.
ECA66S	LAND ROVER L4P (Crewe) Open Back Painted White
NMB39P	LAND ROVER FT6 (Middlewich / Nantwich) Now in private ownership in Cheshire and was seen at the Kelsall Steam Rally (Cheshire) in 2012.
RTU893H	LAND ROVER L4P / Carmichael Redwing (Box) (Chester) 1969
RTU894H	LAND ROVER L4P / Carmichael Redwing (Box) (Poynton)
YMA815	LAND ROVER L4V (Crewe)
YMB475J	LAND ROVER Light Fire Vehicle Used by Cheshire Fire Service stationed at the Runcorn Shopping Centre Complex.
YTU390 / SSK504 (Re Registered)	LAND ROVER 1960-61 stationed at Ellesmere Port and used to bring lifting gear etc. Used as a Foam Tender by Cheshire Fire Brigade at Stalybridge. It has since been moved to Rochdale Fire Museum.
DMB68S	RANGE ROVER Rescue Tender (Knutsford) (1986)

1990's

E717SON SCANIA ALP (Chester) Purchased from Merseyside and was itself replaced by a VOLVO CPL N65DEM in 2001 (or 1996).
 (Hydraulic Platform) The Scania was then sold to New Zealand and served in Christchurch where it was replaced by a Mercedes Benz. The Scania has since become a reserve appliance in NZ.

On the 11 Sept 2001 the Twin Towers in New York were destroyed by terrorists and in October 2001 Chester Fire Brigade put Fire-fighter Tony Jones in the cage of the Scania and he stayed there for 48 hours with the Appliance parked outside the Town Hall. Collectors below raised money for the widows of New York's Fire Department. Cheshire Fire department raised a total of £64,000 with £32,000 being raised by the City of Chester Fire-fighters. The Scania was at the time not needed as the new Volvo had just arrived and the Cheshire Fire-fighters had just finished training when the 911 event happened.

PO11FZN SCANIA (Northwich)
 PO11FZP SCANIA (Runcorn)
 G998RFM LEYLAND Articulated Control Unit (Winsford)
 J299HCA LEYLAND ROADRUNNER – Special Incident Unit (Congleton)
 As above LEYLAND DAF DCU (Crewe) Damage Control Unit (Crewe).
 J781HCA LEYLAND DAF (Ellesmere Port) Special Incident Unit /
 Damage Control Vehicle 2003 / B.A. Unit 2010.

K620KMB MERCEDES 1124 (Chester)
 K622KMB MERCEDES 1124 (Ellesmere Port) About 2002
 K623KMB MERCEDES 1124 (Frodsham)
 K626KMB MERCEDES 1124 (Winsford)
 K627KMB MERCEDES 1124 (Knutsford / Northwich / Exported 20 March 2013)
 K628KMB MERCEDES 1124 (Sandbach 1992 to 1997 / Widnes)
 K629KMB MERCEDES 1124 (Runcorn / Congleton) Exported in 2013.
 K630KMB MERCEDES 1124 (Ellesmere Port) Arrived at Ellesmere Port in 2004
 K631KMB MERCEDES 1124 (Crewe)
 K632KMB MERCEDES 1124 (Macclesfield) Exported 20 March 2013.
 L968TFM MERCEDES 1124 (Chester / Crewe) Originally at Chester. By 2006 it was the reserve engine at Crewe. Moved to Chorley and now in Latin America.

L969TFM MERCEDES 1124 (Bollington)
 L970TFM MERCEDES 1124F / Carmichael (Warrington) Now in Latin America.
 L971TFM MERCEDES 1124 (Northwich and Congleton) Based at Northwich then at Congleton after an RTA wrote off their previous vehicle. Sent to Latin America 20 Mar 2013.

L972TFM MERCEDES 1124 (Runcorn) Sent to Latin America 20 Mar 2013.
 L973TFM MERCEDES 1124 (Crewe)
 DG53JNZ MERCEDES ATEGO (Congleton) Purchased 2003 and in August 2011 it was written off in an accident / RTA.

DK56JYO FORD Ranger – Water Incident Unit (Chester)
 DK56JYP FORD Ranger - used to tow the rescue boat (Warrington).

REG NUMBER MAKE LOCATION
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1995

N709GFM (1995) DENNIS SABRE Widnes / Pride Vehicle (Multi Colour)
 N711GFM (1995) DENNIS SABRE Northwich / Reserve
 N712GFM (1995) DENNIS SABRE Northwich
 N713GFM (1995) DENNIS SABRE Bollington / Warrington
 (Arrived at Bollington 2008)

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1996

N65DEM (1996) VOLVO PLATFORM 32 HDT Chester

FL10 Hydraulic Platform Purchased from Merseyside
(2017 No Longer in the Fleet)

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1997

R42FMA (1997)	DENNIS SABRE XL	Reserve (Was at Sandbach)
R43FMA (1997)	DENNIS SABRE XL	Reserve (Was at Tarporley)
R45FMA (1997)	DENNIS SABRE XL	Headquarters / Workshop (was at Middlewich)
R46FMA (1997)	DENNIS SABRE XL	Reserve (Was at Poynton)
R47FMA (1997)	DENNIS SABRE XL	Alsager (Was Holmes Chapel / Congleton / Audlem 2011)
R48FMA (1997)	DENNIS SABRE XL	Macclesfield (Was at Nantwich 1997 to after 2011)

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1998

S227SMB (1998)	DENNIS SABRE XL	Malpas / 2017 Training at HQ
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1999

(Dennis Sabre XL removed from fleet during 2021 after they had been the 'Spare Appliance Fleet')

V895JMA (1999)	DENNIS SABRE XL	Frodsham (Was at Crewe / Knutsford)
V896JMA (1999)	DENNIS SABRE XL (Light mast)	Macclesfield / Holmes Chapel / 2020 Reserve
V897JMA (1999)	DENNIS SABRE XL (Light mast)	Was at Chester now at Tarporley (2017 No longer in the Fleet) / 2020 Reserve
V898JMA (1999)	DENNIS SABRE XL (Light mast)	Bollington (Was at Wilmslow)
V667KMA (1999)	ERF EC8 Fire Turntable / SS263	Macclesfield (Hydraulic Platform) (2017 No Longer in the Fleet Replaced by ML02MTJ)

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2000

Y495PTU (2000)	MERCEDES ATEGO (Light mast)	Sandbach (Was at Winsford)
Y496PTU (2000)	MERCEDES ATEGO (Light mast)	Stockton Heath / Widnes / Nantwich / 2020 Driver Training

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2001

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2002

DA02MZU (2002)	MERCEDES ATEGO (Light mast)	Warrington / Poynton /2020 Reserve
DA02OZX (2002)	MERCEDES ATEGO (Light mast)	Ellesmere Port / 2017 Malpas
DA52YZH (2002)	MERCEDES ATEGO (Light mast)	Northwich / Chester / 2017 Alsager / 2020 Reserve
DA52YZJ (2002)	MERCEDES ATEGO (Light mast)	Birchwood /2020 Reserve

ML02MTJ (2002)	ERF EC8 Fire Turntable / SS263 Hydraulic Platform	Stockton Heath / Macclesfield
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2003

DG53JNV (2003)	MERCEDES ATEGO (Light mast)	Runcorm / Middlewich
DG53JNX (2003)	MERCEDES ATEGO (Light mast)	Crewe /2020 Reserve

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2004

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2005

DA54YUB (2005)	MERCEDES ATEGO (Light mast)	Audlem
MX05LLK (2005)	IVECO / PLASTISOL 65C	2017 Reserve (Stockton Heath / Birchwood)
MX05LLM (2005)	IVECO / PLASTISOL 65C	2017 Knutsford (was at Frodsham)

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2006

MX06KWH (2006) IVECO / PLASTISOL 65C Nantwich / 2020 Cadet Vehicle
MX06KWJ (2006) IVECO / PLASTISOL 65C 2017 Reserve
(Was at Winsford / Stockton Heath)

#####

2007

DK07FWS (2007) Rapid Response Unit Range Rover 2007 = Holmes Chapel
DK56OTN (2007) Rapid Response Unit Range Rover 2007 = Sandbach
DK57GCV (2007) M.A.N. L2000 Plastisol Light mast Wilmslow / 2020 Winsford
DK57GCX (2007) M.A.N. L2000 Plastisol Light mast 2010 Chester / 2016 Widnes /
2017 Tarporley

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2008

DK08AHU (2008) M.A.N. TMG Plastisol Light mast Warrington (2017 No longer in the Fleet)
DK08AHV (June 2008) M.A.N. TMG Plastisol Light mast Ellesmere Port / Congleton / 2020= Bollington
DK08AHX (2008) M.A.N. TMG Plastisol Light mast Stockton Heath

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2009

MX59KOB (2009) IVECO / POLYBUILT 65C Auto Wilmslow
(2017 No longer in the Fleet)
MX59KOD (2009) IVECO / POLYBUILT 65C Auto Congleton / 2020 Cadet Vehicle
MX59KOE (2009) IVECO / POLYBUILT 65C Auto Winsford / Nantwich

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2010

PN10HRP (Apr 2010) SCANIA / POLYBUILT P320 DB4X2 Light mast Winsford / Driver Training /
2017 Special Reserve/
2020 Driver Training
PN10HRO (Apr 2010) SCANIA / POLYBUILT P320 DB4X2 Light mast Macclesfield
PN10HRR (Apr 2010) SCANIA / POLYBUILT P320 DB4X2 Light mast Knutsford

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2011

PO11FZN (2011) SCANIA / POLYBUILT P320 DB4X2 Light mast Northwich / 2020 = Alsager
PO11FZP (2011) SCANIA / POLYBUILT P320 DB4X2 Light mast Runcorn / Northwich
PO11FZR (2011) SCANIA / POLYBUILT P320 DB4X2 Light mast Crewe

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2012

PO12HVA (2012) SCANIA / POLYBUILT P320 DB4X2 Light mast Chester /
2017 Driver Training Vehicle Winsford
PO12HVB (2012) SCANIA / POLYBUILT P320 DB4X2 Light mast Ellesmere Port
PO12HVK (2012) SCANIA / POLYBUILT P320 DB4X2 Light mast Warrington / 2017 Penketh
2020 Penketh

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2013

PO13AZJ (2013) SCANIA / POLYBUILT P320 DB4X2 Light mast Runcorn
PO13AZL (2013) SCANIA / POLYBUILT P320 DB4X2 Light mast Winsford / Poynton
PO13AZN (2013) SCANIA / POLYBUILT P320 DB4X2 Light mast Widnes / 2020 = Frodsham
Available as a Model by Fire Brigade Models 15, Grennell Close,
Sutton Surrey SM1 3LU

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2014

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2015

MX65BCE (2015) SCANIA / POLYBUILT P320 DB4X2 Light mast 2017 Chester /
2020 Holmes Chapel
MX65BCF (2015) SCANIA / POLYBUILT P320 DB4X2 Light mast 2017 Warrington
Apr 2018 Sandbach

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2016

KM16YUG (2016) Insignia (Driver Training)

MX16JCU (2016)	SCANIA 26T ROSENBAUER HP PLATFORM	Stockton Heath / 2020 Lymm
MX16JDU (2016)	SCANIA 26T ROSENBAUER HP PLATFORM	Chester

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2017 Part 1.

MX17GAA (2017)	SCANIA / POLYBUILT P320 DB4X2 Light mast	2017 Powey Lane
MX17GAO (2017)	SCANIA / POLYBUILT P320 DB4X2 Light mast	2017 Ellesmere Port
MX17GAU (2017)	SCANIA / POLYBUILT P320 DB4X2 Light mast	2017 Penketh

#####

12 July 2017 New Appliances arrive in Cheshire.

4 x Scania P320 arrive for Lymm, Macclesfield, Runcorn and Winsford.

MX17GBE (2017)	SCANIA P320	2017 = Lymm
MX17GBF (2017)	SCANIA P320	2017 = Widnes / 1 June 2020 = Nantwich
MX17GBO (2017)	SCANIA P320	2017 = Macclesfield
MX17GBU (2017)	SCANIA P320	2017 = Runcorn

2017 Part 3

MX67JUA (2017)	SCANIA P320	2017 = Warrington
MX67JUC (2017)	SCANIA P320	2017 = Chester
MX67JUE (2017)	SCANIA P320	2017 = Crewe

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2018

MX19EWH (2018)	SCANIA P320	2017 = Congleton
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2019

MX18EWJ (2019)	SCANIA P320	2017 = Birchwood
MX19EWK (2018)	SCANIA P320	2018 = Wilmslow

#####

2020

MX20ANU (2020)	SCANIA P320	2020 = Northwich
MX20ANV (2020)	SCANIA P320	2020 = Winsford

#####

EXTRA VEHICLES

DMB67S	RANGE ROVER Light Rescue Vehicle (6 Wheel) (Warrington and Birchwood)
EFN561S	DENNIS Delta 2 Foam Tender (Warrington and Ellesmere Port)
EFM562S	DENNIS Delta 2 Foam Tender (Ellesmere Port and Frodsham)
JJD269D	LAND ROVER Ex Home Office it was a Search and Rescue Vehicle with Frodsham.

BEDFORD

402HMB	BEDFORD Foam Tender (Ellesmere Port) Lorry
CLG510S	BEDFORD Heavy Rescue Vehicle
ULG998E	BEDFORD TK Emergency Tender
TMB502R	BEDFORD Control Unit (Was at Chester then Frodsham in 1985)

OTHER VEHICLES

F369KTU	GMC Rescue Tender (Chester) Now a Hazmat Unit
H442AMA	GMC Rescue Tender (Warrington)
H443AMA	GMC Rescue Tender (Knutsford)
P135RMA	ERF EC8 Foam Tanker (Warrington) (2005)
P136RMA	ERF EC8 Foam Tanker (Ellesmere Port) (2005)
DE51JVX	Mercedes Sprinter / Van (Knutsford) Line Rescue Unit.
DK04MHX	Mercedes Sprinter / Van (Knutsford) Line Rescue Unit Replacement for DE51JVX.
MV08MVX	Renault Kangoo (Knutsford) Search and Rescue Dog Vehicle.
SMB670R	Ford Van / Chemical Incident Unit (Runcorn)
XFA44T	Bedford CF L4T / Van (Runcorn)
EED999D	Bedford TK Emergency Tender (Warrington) Only lasted 5 years.
NED101G	Bedford TK Emergency Tender (Warrington)
SED999	Bedford SHZ Foam Tender (Warrington)

EXTRA INFO Fire appliances in private collections in Cheshire.
 PRX60 (1958) COMMER Karrier with bodywork by Carmichaels an ex Bedfordshire Fire Service Engine (Till 1970's) stationed at Hungerford is now housed at a home in Cheshire.
 Y3H663 COMMER Gamecock in field in Cheshire (Cheshire UK) with other engines to be restored (2006).
 T565R DENNIS T7 Now at a Northwich Boat Yard (2007) Ex Devon Fire Service.
 G788FWP DENNIS SS135 Owner in Cheshire the pump was used by Malvern Fire station in 1990 and is now in Private ownership.
 XPK523Y FORD Series D now at Northwich Boat Yard (2007)

#FB09.

CURRENT CHESHIRE FIRE ENGINE FLEET

 Aug 2020 update

LOCATION	MAIN APPLIANCE	SUPPORT VEHICLES
ALSAGER (Opened 7 Aug 2016)	PO11FZN Scania (2011) <i>DA52YZH Mercedes Atego Light Mast (2002)</i>	
AUDLEM	DA54YUB Mercedes Atego Light Mast (2005)	Vauxhall Brava 4x4
BIRCHWOOD	MX19EWJ (2019) Scania <i>DA52YZJ Mercedes Atego Light Mast (2002)</i>	
BOLINGTON	DK08AHV MAN L2000 Plastisol (2008) <i>V898JMA Dennis Sabre XL (Light Mast) (2000)</i>	
CHESTER	MX67JUC Scania (2017)	MX16JDU (2016) Rosenbauer Hydraulic Platform
CLEMONDS HEY	n/a	
CONGLETON	DK08AHV MAN TGM PLASTISOL (2008) ##### MX19EWH Scania (2018)	MX59KOD Iveco (2009)
CREWE	PO11FZR Scania (2011) ##### MX67JUE Scania (2017)	
ELLESMERE PORT	PO12HVB Scania (2012) ##### MX17GAO Scania (2017)	
FRODSHAM	PO13AZN Scania (2013)	
HOLMES CHAPEL	MX65BCE Scania (2015)	DK07FWS Rapid Response Unit Range Rover (2007)
KNUTSFORD	PN10HRR Scania (2010)	
LYMM	MX17GBE Scania (2017)	MX16JCU (2016) Rosenbauer Hydraulic Platform
MACCLESFIELD	PN10HRO Scania (2010) ##### MX17GBO Scania (2017)	ML02MTJ (2002) ERF Hydraulic Platform
MALPUS	DA02OZX Mercedes Atego Light Mast (2002)	
MIDDLEWICH	DG53JNV Mercedes Atego	

	Light Mast (2003)	
NANTWICH	MX17GBF (2017) Scania (1 June 2020 Moved to Nantwich) <i>Y496PTU Mercedes Atego Light Mast (2000)</i>	<i>MX06KWH Iveco (2006)</i> ##### <i>MX59KOE Iveco (2009)</i>
NORTHWICH	MX20ANU (2020) Scania ##### PO11FZP Scania (2011) <i>PO11FZN Scania (2011)</i>	
PENKETH	PO12HVK Scania (2012) ##### MX17GAU Scania (2017)	
POWEY LANE	MX17GAA Scania (2017)	
POYNTON	PO13AZL (2013) Scania <i>DA02MZU Mercedes Atego Light Mast (2002)</i>	
RUNCORN	PO13AZJ Scania (2013) ##### MX17GBU Scania (2017)	
SADLER ROAD (Headquarters)		
SANDBACH	MX65BCF Scania (2015)	DK56OTN Rapid Response Unit Range Rover (2007)
STOCKTON HEATH	DK08AHX MAN TGM PLASTISOL (2008)	
TARPORLEY	DK57GCX MAN L2000 (2007)	
WARRINGTON	MX67JUA Scania (2017)	
WIDNES	MX20ANR (2020) Scania <i>MX17GBF Scania (2017)</i>	
WILMSLOW	MX19EWK Scania (2018) DK57GCV MAN L2000 (2007)	
WINSFORD	DK57GCV MAN L2000 Plastisol (2007) ##### MX20ANV (2020) Scania <i>DG53JNX Mercedes Atego Light Mast (2003)</i> ##### <i>PO13AZL Scania (2013)</i>	
RESERVE APPLIANCES	DA52YZJ (2002) Mercedes Atego DG53JNX (2003) Mercedes Atego V896JMA (1999) Dennis Sabre XL V897JMA (1999) Dennis Sabre XL DA02MZU (2002) Mercedes Atego DA52YZH (2002) Mercedes Atego	

TRAINING VEHICLES	PN10HRP (2010) Scania Y495PTU (2000) Mercedes Atego DK08AHU MAN TGM Plastisol (2008) S227SMB Dennis Sabre XL (1998) 3011 Moffett Mounty (1995) PO12HVA (2012) Scania (Driver Training) KM16YUG (2016) Insignia (Driver Training)	
CADET	MX06KWH (2006) IVECO MX59KOD (2009) IVECO	
PRIDE APPLIANCE	N709GFM Dennis Sabre in Multi Colours (1995)	

June 2018 update.

LOCATION	MAIN APPLIANCE	SUPPORT VEHICLES
ALSAGER (Opened 7 Aug 2016)	DA52YZH Mercedes Atego Light Mast (2002)	
AUDLEM	DA54YUB Mercedes Atego Light Mast (2005)	Vauxhall Brava 4x4
BIRCHWOOD	DA52YZJ Mercedes Atego Light Mast (2002)	
BOLINGTON	V898JMA Dennis Sabre XL (Light Mast) (2000)	
CHESTER	MX67JUC Scania (2017)	
CLEMONDS HEY	n/a	
CONGLETON	DK08AHV MAN TGM PLASTISOL (2008) ##### MX19EWH Scania (2018)	MX59KOD Iveco (2009)
CREWE	PO11FZR Scania (2011) ##### MX67JUE Scania (2017)	
ELLESMERE PORT	PO12HVB Scania (2012) ##### MX17GAO Scania (2017)	
FRODSHAM	PO13AZN Scania (2013)	
HOLMES CHAPEL	MX65BCE Scania (2015)	DK07FWS Rapid Response Unit Range Rover (2007)
KNUTSFORD	PN10HRR Scania (2010)	
LYMM	MX17GBE Scania (2017)	
MACCLESFIELD	PN10HRO Scania (2010) ##### MX17GBO Scania (2017)	
MALPUS	DA02OZX Mercedes Atego Light Mast (2002)	
MIDDLEWICH	DG53JNV Mercedes Atego Light Mast (2003)	
NANTWICH	Y496PTU Mercedes Atego Light Mast (2000)	MX06KWH Iveco (2006) ##### MX59KOE Iveco (2009)
NORTHWICH	PO11FZN Scania (2011) #####	

	PO11FZP Scania (2011)	
PENKETH	PO12HVK Scania (2012) ##### MX17GAU Scania (2017)	
POWEY LANE	MX17GAA Scania (2017)	
POYNTON	DA02MZU Mercedes Atego Light Mast (2002)	
RUNCORN	PO13AZJ Scania (2013) ##### MX17GBU Scania (2017)	
SADLER ROAD (Headquarters)		
SANDBACH	MX65BCF Scania (2015)	DK56OTN Rapid Response Unit Range Rover (2007)
STOCKTON HEATH	DK08AHX MAN TGM PLASTISOL (2008)	
TARPORLEY	DK57GCX MAN L2000 (2007)	
WARRINGTON	MX67JUA Scania (2017)	
WIDNES	MX17GBF Scania (2017)	
WILMSLOW	MX19EWK Scania (2018) DK57GCV MAN L2000 (2007)	
WINSFORD	DG53JNX Mercedes Atego Light Mast (2003) ##### PO13AZL Scania (2013)	
TRAINING VEHICLES	PN10HRP Scania (2010) DK08AHU MAN TGM Plastisol (2008) S227SMB Dennis Sabre XL (1998) 3011 Moffett Mouny (1995)	
CADET / PRIDE APPLIANCE	N709GFM Dennis Sabre in Multi Colours (1995)	

ENHANCED STRATEGIC RESERVE at HQ

N707GFM (1995)	DENNIS SABRE “	Strategic Reserve Was at Crewe 2006 and Winsford. 2017 No Longer in the Fleet
N708GFM (1995)	DENNIS SABRE “	Strategic Reserve (Was at Ellesmere Port 1997- 2008 then to Macclesfield) 2017 No Longer in the Fleet
N710GFM (1995)	DENNIS SABRE	Strategic Reserve (Was at Frodsham) 2017 No Longer in the Fleet
V897JMA (1999)	DENNIS SABRE XL	2017 Winsford
DK08AHU (2008)	MAN TGM PLASTISOL Light Mast	2017 Winsford
PN10HRP (2010)	SCANIA / POLYBUILT P320 DB4X2 Light mast	2017 Winsford

CADETS (Pride Pump / used for events and training)

N709GFM (1995)	DENNIS SABRE	Cadets / Events It was the Relief engine at Widnes and a temporary appliance at Congleton.
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LIGHT FOUR WHEEL DRIVE APPLIANCES

Y813SUB (2001)	Brava	Audlem
DA51XTO (2002)	Brava	Bollington Now an Animal Rescue Unit
DK61EXB (2012)	Discovery	Headquarters (2017 No Longer in the Fleet)

RAPID RESPONSE VEHICLES / MOBILE INCIDENT COMMAND 4X4 VEHICLE

DK07FWS (2007)	Range Rover	Holmes Chapel (Rapid Response)
DK56OTN (2007)	Range Rover	Sandbach (Rapid Response)
DK61FAA (2012)	Free Lander	Pool (Various)
DK61FAF (2012)	Free Lander	Pool (Various) 2017 Cardiac Response
DK61EZX (2012)	Free Lander	Pool (Various)

NEW DIMENTIONS APPLIANCES

DG53FYX (2003)	MAN IRU	Chester
DG53FYJ (2003)	MAN IRU	Winsford
WX54VJP (2004)	MAN DC92 - HVP number	Congleton
WX54VMV (2004)	MAN MASS / DEC	Congleton
WX54VTY (2004)	MAN PRIME MOVER (Environmental Protection Unit)	Ellesmere Port

CO-RESPONDER

DK61EZZ	FREE LANDER	Nantwich / Pool vehicle
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BOAT PULLER /WATER INCIDENT UNIT

DA52YZF (2002)	4 X 4 SPRINTER	Chester
DA52YZG (2002)	4 X 4 SPRINTER	Warrington
DE51JVX (2002)	Mercedes Sprinter	Winsford
DK61EXB (2012)	GS DISCOVERY (DEFRA WATER RESCUE)	Winsford

TECHNICAL RESCUE UNIT / LINE RESCUE UNIT

DK04MHX (2004)	4 X 4 MERCADES SPRINTER	Knutsford
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WELFARE SUPPORT UNIT

DK59DHG (2009)	FORD TRANSIT JUMBO	Northwich
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SEARCH DOG UNIT

BX09MTK (2009)	CI BERLINGO DOG VAN	Knutsford (2017 No Longer in the Fleet)
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WELFARE SUPPORT UNIT

DK59DHG (2009)	FORD TRANSIT JUMBO	Northwich
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DRIVER TRAINING

3011 (1995)	Moffett Mounty	L and D
DG17FBK (2017)	HONDA VFR800	Road Safety L and D
KM16YUG (2016)	VAUXHALL INSIGNIA ESTATE	Driver Training 2016-17
KU60NNT (2010)	VAUXHALL INSIGNIA ESTATE	Driver Training (2017 No Longer in the Fleet)
KX03CSV (2003)	SCANIA P94D	Driver Training (2017 No Longer in the Fleet)
RL02VSZ (2002)	HONDA – PAN EUPOPEAN	Road Safety

RESCUE BOATS

30MHOL (2006)	Inflatable Boat and Trailer	Warrington
30MHOL (2006)	Inflatable Boat and Trailer	Chester
30MHOL (2011)	Inflatable Boat and Trailer	HQ Defra /Usart Water Rescue

FOAM UNIT

DK14HCH (2013)	MOFFETT MOUNTY	Ellesmere Port
PE63OUO (2013)	SCANIA	Ellesmere Port

COMMAND UNIT

FN54AFX (2004) MERCEDES ATEGO Oscar Unit / Northwich

BA SUPPORT UNIT (Breathing apparatus)

J781HCA (1992) LEYLAND DAF Crewe. Originally it started life as a Damage Control Vehicle at Ellesmere Port but was by 2010 converted into a BA Support Unit based at Crewe.

MAJOR RESCUE UNIT

DK61EXA (2012) MERCEDES VARIO 812 4 X 4 / PLASTISOL Winsford

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#FB10.

HISTORIC VEHICLE COLLECTION - ENGINES / APPLIANCES HELD AT CHESTER

(Historic Vehicle Collection).

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MAKE	REG NUMBER DETAILS	
Merryweather Manual Pump	None	Hand Pump
C1870 Shand Mason and Co	None	Named Weaver – Northwich Urban District Council it is a Horse Drawn appliance.
C1876 Shand Mason	None	Steam Pump (City of Chester) Kept at Chester.
1938 Leyland Metz TL / Ladder Vehicle	FMA210	(Macclesfield) Blue Bonnet due to Leyland advising it ran better with a blue and not red bonnet to aid heat dispersal. Kept at Crewe?
1949 Dennis F7 Pump Escape	LFM200	(Audlem) Kept at Chester
1953 Dennis F8	RMB996	(Nantwich / Audlem) Kept at Tarporley
1955 Dennis Fire Engine	NED146	(Warrington) Wooden ladder and Running board.

Purchased in 1955 by Joseph Crossfield of Warrington (soap manufacturer) to provide cover at his works site it continued until 1977 when it was transferred to the Warrington Bus Corporation for preservation.
 In 2002 it was transferred to Cheshire Fire and Rescue who renovated the machine.
 The original Dennis engine was replaced when it became unserviceable and a Perkins diesel engine was fitted.
 Kept at Warrington?

1981 Land rover / Safari / Jennings	DMB907X	(Bollington and Poynton) With the Cheshire Fire and Rescue Heritage Society and held at the HQ.
1992 Mercedes 1124F	K630KMB	Held at Chester now Converted into a carrier for the “Shand Mason” Historic vehicle.
2003 Scania P94D	KX03CSV	Steamer Carrier
Tbc Matchless AFS	XYM580	Unknown

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#FB11. HISTORIC FIRE ENGINES STILL IN PRESERVATION / Not in Cheshire.

#####

MAKE /
REGISTRATION NUMBER

#####

LEYLAND

JL2323 Used in the Dad’s Army Episode “ “.

#FB12. FIRE BRIGADE TERMS
#####

AJAX A form of escape ladder known as the Morris Ajax escape ladder.

APPLIANCE The Fire Engine

ARIAL LADDER PLATFORM Large Hydraulic ladder attached to an appliance.

BA / Breathing Apparatus Equipment used to breath within a smoke filled environment.

BACKDRAFT USA term used to describe the sudden inward rush of oxygen to a fire causing it to explode and to rush down corridors engulfing everything in its way.

BANGOR LADDER A 50-foot ladder with “Tormenter Poles” each side to stabilize the sides in a triangular way. Invented by a Major James M Davis a joiner from Bangor, Maine in the USA after the Civil War. He designed the ladder to stop the long wooden ladders from breaking as a Fire-fighter climbed them. By 1890 hundreds of these ladders were in service in the major cities of the USA including New York who purchased 200. (USA Patent number 161010 on the 23 March 1875)

BELLS GO DOWN / DROP THE BELL

A term used when Fire personnel are called to an incident.

The term goes back to the Victorian Era when the “Duty Man” in the station watch room would be responsible for turning out the fire appliances. Once he had the information about an incident he would pull down an electrical switch which would operate the station’s call bells.

During the Second World War when the bells went down the station lights would automatically switch on. In modern times when the call goes out for the Retained Firemen in Sandbach and other stations the headquarters are also able to switch on the lights in the station ready for the crew when they arrive for a “shout”.

In in 1906 in Weston Super Mare (Installed) and during 1916

Frank Herbert Chandos Dunmore of the Wickford Brigade recalled that the Fire Station had a huge wall of bells linked to a standard (Lamp) on every street corner. The standards had glass panels, which in the event of a fire, you broke and pulled a handle inside, which in turn rang a bell in the Telephone Exchange who would then call out the Brigade. The switches also operated a bell at the retained firemen’s house so once the call had come in then the crew could be summoned to the station.

In 1943 Tommy Trinder made a film called “Bells Go Down” about the Wartime Auxiliary Fire Service.

Another suggestion as to the origin of the term is that Church Bells, Town Hall Bells and others were used for summoning the Fire Brigade and so the tradition of using bells to summon the brigade transferred to the electric age. Church Bells are usually left with the open end upwards, making it easier to Drop the Bell when you start to ring it, using the momentum caused by the weight of the bell to make the chimes.

(See also Putting the Bells Down)

CHIEF FIRE OFFICER Highest Ranking Officer in the area.

CONTROL UNIT / CU Used at an incident this is the base for communications and commanders.

DIVISIONAL OFFICER (DO) Commands a division or group of fire stations in an area.

EVAC A walkie talkie or Communications device.

FALSE ALARM When a call turns out to be to a non-existent fire or accident.

Or a call to an alarm going off without a fire due to faulty equipment.
Or for a time when the fire has been put out before the brigade arrives and so they are not needed.

FAN / POSITIVE PRESSURE FAN Used to get rid of smoke from a building after a fire.

FIRE INVESTIGATION TEAM A Unit set up to find out what caused a fire.

FIRE STATION The home of the Fire Engines and Crew.

HAZMAT / HAZ Hazardous Materials. Specialist equipment and clothing is then used.

HOSE Used to convey water or foam from the Fire Appliance / Pump to the fire.

INCIDENT RESPONSE UNIT Specialist Unit with special equipment aboard.

JAWS OF LIFE / HURST TOOL Developed in Warminster, Pennsylvania, USA in 1963 by George Hurst (.b. 1927 .D. May 1986) for use in the Race Car industry in the USA after George witnessed a race accident that took over an hour to extract the driver from his car.

The “Jaws of Life” or “Hurst Tool” is a Hydraulic Cutting Tool used to cut metal or to spread an area to expand a hole to allow trapped people to get out of a vehicle etc. The tool is now standard equipment in all fire appliances.

LEADING FIRE-FIGHTER / (Now Crew Manager) The Commander of one appliance team with each crew having a Leading Fire-fighter.

MADE SAFE Isolating the Power / Remove Batteries etc. to make it safe for Fire Fighters to enter a building or to fight the fire / tackle an accident.

MAKE PUMPS Order given for more appliances to attend the scene of an incident.

OFF THE RUN / ON THE RUN Status of the Fire Appliance.

Off the Run = not available for use.

On the Run = available for use.

The term comes from the times when pumps were drawn by Horses and to make it easier to move the Carriage the station floor was raked (Sloped) so then the wheel blocks were removed from the appliance the Horses could get an easy start to pulling the Steam Pump and so helping use the momentum from the start to keep the equipment going until they reach the fire.

ON CALL Available to attend an incident.

OPERATIONAL SUPPORT VEHICLE Canteen or back up team.

PERSON’S REPORTED Signifies that a person / persons are unaccounted for / Missing.

POLE / FIREMAN’S POLE Used in some two story (or more) buildings it is a quick way of getting the crew to the appliance by using a greased or smooth pole to allow a person to slide down it from one floor to another through a hole in the building.

PUMP Fire Appliance equipped with a large tank of water.

PUTTING THE BELLS DOWN (See also Bells Go Down) A follow on term to Re-announce a Call / a second call to the station for retained fire personnel

RTA / RTC Road Traffic Accident / Road Traffic Collision.

RUN / ON THE RUN / OFF THE RUN Ready to go to an incident / Not ready

SHOUT Informal term for an incident to which the Fire Brigade are called out to attend.

SNORKEL Brand name for an “Articulating boom with a platform” and looks like a solid arm with a movable cage or hose platform at its end.

STATION OFFICER (Now Watch Manager / Station Manager)
The Day to Day Commander of the Station.

SUB OFFICER Second in Command.

THERMAL IMAGING CAMERA A video camera which sees in the infra-red spectrum and used to detect hot spots at an incident which cannot be seen by the naked eye. This is used to help determine when a fire is out.

TOWER Found at most Fire Stations they were originally used to dry out the hoses. Today they are more likely to be used as a training platform for work with ladders.

WATCH Designated shifts of Fire Fighters at a Station. UK Watches are usually divided into Coloured Teams – Blue, Red, White and Green.

WELFARE UNIT A van and crew used for the welfare of crews at incidents.

WATER CARRIER Specialist unit used to carry water only to be pumped via the Fire Appliance as a reserve tank at major incidents.

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#FB14.

AIR AMBULANCE ATTENDING ACCIDENTS IN SANDBACH

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The North West Air Ambulance started in 1999 and by 2016 had helped over 20,000 people.

In 1999 the charity was founded and was initially able to operate for just five days a week with its base at Blackpool Airport.

The aircraft for the charity are supplied by Bond Air Services Ltd which was founded in 1961 and has a fleet of 22 helicopters which are used by the Cornwall, East Anglian, Hampshire and Isle of White, Midlands, Thames Valley and Chiltern, Scottish, Wales Great Western Air Ambulance Services along with UK Police Aviation and of course Northwest Air Ambulance.

In 2002 supporters had raised enough to allow the helicopter to fly for seven days.

2004 saw a generous legacy of £500,000 which enabled the charity to upgrade its single helicopter.

In 2005 the charity opened its first fundraising shop in Southport.

On the 10 Oct 2005 G-NWAA Eurocopter EC135 T2 went into operation with the Northwest Air Ambulance.

In 2008 more fundraising allowed the charity to purchase a second helicopter.

2008 also saw staff at the Northwest Air Ambulance station pose for a naked calendar to raise funds for the service which sold for £5 each. Denise Baldwin, Judi Ellis, Lesley Pritchard, Julie Lomas and 21 others (26 in total) from Ramsbotton Soroptimists International, members of the public and NWAA Staff posed with the helicopters for the “Bare in the Air 2009” Calendar which went on sale in October 2008. However the Northwest Ambulance Service NHS Trust didn’t agree with the naked calendar and banned it from its premises but it was sold at the NW Air Ambulance headquarters and at Booth’s supermarkets and the charities own website. UNISON on BBC Northwest News condemned the calendar saying that the staff were “Not taking their job seriously” however Linda Brislin Chief Executive of the NWAA disagreed with their viewpoint but did apologise if it caused offence. Ed Thomas from BBC Northwest Tonight asked members of the public if they would be offended and overwhelmingly they didn’t think there was anything wrong with the calendar which raised much needed funds for the organisation.

They were not the only fundraisers to pose naked for the fund as in 2013 the Active Riders posed on their bikes to raise money for the organisation and other Air Ambulance services have benefited from a number of similar calendars.

In August 2009 G-SPHU Eurocopter EC135 T2+ became part of the helicopter fleet.

On the 28 June 2010 G-NWEM Eurocopter EC135 T2 became part of the fleet.

2012 and the Northwest Air Ambulance had an upgrade in staff with the introduction of a Doctor to one of the aircraft enabling them to give specialist care at the scene as well as on the way to hospital.

By 2013 the North West Air Ambulance Service had three helicopters in its fleet including a new Eurocopter EC135 from Bond Air Services which is the only Red coloured one in the fleet (Added on the 7 Oct 2013). It was based at Manchester's Barton Airport and on its way to Sandbach used the Jodrell Bank's Radio Telescope as a landmark to guide it on its way and again on the trip back home.

One little extra bit of information about the Aircraft it has a spectator on board helicopter, a teddy bear who sits in the front window next to the paramedic and I am told is a vital member of the crew. If a child is involved in an accident the bear administers to their comfort on the flight to hospital.

In August / September 2016 the fleet had a complete change in colour as it was due a respray and the two yellow and one red aircraft were to become yellow with a blue tail. The first to have this new look was Helimed 75.

September 2016 also saw the appointment of Heather Arrowsmith as Chief Executive taking over from Fiona Morris. Heather had been with the St John Ambulance before taking up this role with the NW Air Ambulance. In June 2017 a new helipad was opened for the Northwest Air Ambulance at Aintree University Hospital. From this date many of the casualties from the Sandbach were taken to Aintree for care thus cutting the time down for emergency airlifts.

The Numbers of the Aircraft are

G-NWAA Eurocopter EC135 T2 (Helimed 08 based at the Royal Preston Hospital) / Built in 2005 for Bond Air Services it went straight into operation with the Northwest Air Ambulance on the 10 Oct 2005 and is known as Katie.

G-SPHU Eurocopter EC135 T2+ Delivered to Bond Services on the 3 March 2003 and was used by the Strathclyde Police from 2003 to June 2008 when it was transferred to the Great Western Air Ambulance Service and worked with them until August 2009 when it became part of the Northwest Air Ambulance fleet. (No Longer with the Northwest Air Ambulance)

G-NWEM Eurocopter EC135 T2 (Helimed 72 based at University Hospital of South Manchester, Wythenshawe) / It started life in 2003 when under the registration number G-SSSX it was used by the McAlpine Company arriving with them on the 18 March 2003. On the 28 May 2003 it was delivered to Bond Air Services and was used by the Essex Air Ambulance from the 28 May 2003 to the 28 June 2010 when it was re-registered as G-NWEM and started work for the Northwest Air Ambulance Service.

G-NWAE Eurocopter EC135 the red aircraft (Helimed 75 based at Manchester's Barton Airport) went into service with Bond Air and the Northwest Air Ambulance on the 7 Oct 2013.

By 2016 the helicopters were based at Blackpool (Helimed 08) and Barton Airfield (Helimed 72 and Helimed 75)

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INCIDENTS IN THE SANDBACH AREA 2013 to Date. (Not all events covered)

- 11 July 2012 Air Ambulance took a man to hospital after he was trapped between two HGV Trailers on the Northbound M6 near Sandbach Services.
- 3 Oct 2013 Air Ambulance landed towards Sandbach RUFC's ground on Bradwall Road.
- 7 Jan 2014 10.50am CRASH ON M6 Between 16 and 17.
Driver of one of the lorries needed to be extracted from the wreckage and was air lifted to Staffordshire. Police and Paramedics also on the scene.
Fire appliances from Sandbach (1 + Sandbach Rapid response unit) 2x Crewe, 2 x Winsford and the AIR AMBULANCE.
- 25 Feb 2014 3pm Fire appliances attended an incident (Details Unknown) with two Air Ambulances in attendance on the way to Middlewich.
- 25 May 2014 Crash at 15.44pm on Hall Lane / 4 Lane End Crossroads on road to Leighton Hospital involving 2 Cars. Fire Crews from Sandbach (1x Engine and Rapid Response Unit) plus a crew from Crewe.
- 17 July 2014 9.15am Crash on the M6 between 17 and 18 involving 5 Vehicles.
(Fire Crews in attendance 1 x Sandbach, 1 x Rapid Response Sandbach, 1x Crewe, 1 x Holmes Chapel, 1 x Air Ambulance)

- 6 Oct 2014 14.49pm man trapped on Bradwall Road, Sandbach in a car crushed by a fallen tree. Paramedics and the Air Ambulance in attendance plus fire crews from Sandbach and Crewe.
- 17 Jan 2015 Woman trapped in a car on Church Lane, Sandbach Heath. The Car Crashed into the wall of the School in icy weather. One lady and some dogs trapped in Car. Another car was also involved in the incident. Fire Crew from Sandbach and Crewe in attendance with the Air Ambulance.
- 20 Jan 2015 11am Incident in Dragons Lane / Mill Lane, Moston. Red Air Ambulance in Attendance. A 56 year old Man from Middlewich was found with injuries to his stomach. He was rushed to North Staffs Hospital by Air Ambulance.
- 26 Apr 2015 Elworth Church of England School had the Air Ambulance on its grounds after an incident in the area when a man was hit by a car while he was on his bike on Middlewich Road.
- 23 Sept 2015 Sandbach Park had an unexpected visitor in the shape of the Northwest Air Ambulance which was attending a car crash on the Congleton Road near Tatton Drive.
- 15 Oct 2015 It was reported that the Air Ambulance landed in Elworth Park to take a person to hospital.
- 5 May 2016 M6 CRASH between Junctions 18 and 19 involving two cars and a tanker. Man from a car was taken to hospital by Air Ambulance. Man from Tanker taken by Road to Hospital. (1x Sandbach, 1x Holmes Chapel, 1x Northwich, 2x Winsford, + Air Ambulance)
- 23 June 2016 Incident outside Offley Road Primary School involving two old aged people who were hit by a speeding car while they were on their way to vote in the European Election. The man was slightly injured and taken by road ambulance to hospital for checks while his wife was thrown in the air by the crash and was taken by Air Ambulance to Hospital.
- 10 Oct 2016 A man was Air lifted by the NW Air Ambulance to the Royal Stoke Hospital after being attacked by a Bull in a field in Wheelock near Sandbach at about 11am on Monday the 11 Oct 2016.
- 15 Oct 2016 Air Ambulance landed in Elworth Park to help with a call (Details unknown). The helicopter left without a patient.
- 15 Mar 2017 Crash at M6 Junction 18 (Holmes Chapel) when a six car accident resulted in one man being trapped.
- 2 May 2017 *MIDDLEWICH - Crash on the Bostock Road, Bostock, Middlewich when a car hit a telegraph pole and overturned. Off Duty Sandbach Fireman Phil Carney was passing on his way to a relative's house and offered to help. Two fire appliances and the Air Ambulance attended.*
- 22 Apr 2017 Newcastle Road and Old Mill Road traffic lights (Near the Alms Houses) during the Sandbach Transport Festival when a 58-year-old man collided with an Enterprise hire van at 1pm. The man sustained serious injuries and was taken by Air Ambulance to the University of North Staffs Hospital. The Air Ambulance according to reports landed in the field opposite Waitrose and Homebase. Traffic was diverted via the town centre causing congestion for a number of hours.
- 2 May 2017 *NANTWICH BUILDING SITE – The Air Ambulance was called when a builder fell from a ladder on a Nantwich building site. Unfortunately, the man died from his injuries.*
- 20 June 2017 *CRASH on the Wrenbury Road at Cholmondeley with two women Air Lifted to hospital.*
- 21 June 2017 *BUILDING SITE OFF DUNWOODY WAY, CREWE – the Air Ambulance was called to an incident when a crane fell on a building site killing two workers and injuring the driver of the crane who was air lifted to Staffordshire. Two other people a mother and her son were taken to Leighton Hospital and released later. UPDATE – a Third man died in August from injuries sustained in the accident.*
- 23 June 2017 *AIR AMBULANCE CALLED TO CRASH ON THE M6 Northbound between Junction 17 and Junction 18 with a Motorcyclist being taken to Hospital.*
- 8 July 2017 *WOMAN AND CHILD KNOCKED DOWN BY CAR IN TOURIST AREA.*

- Two Air Ambulances were called to Wheelock Farm after a Mother and Child were knocked down by a 81 year old man in a VW Car after they had sat down on the grass for a picnic. The woman was taken to Aintree Hospital while the Child went to Alder Hey.
- 5 Aug 2017 *MAN KILLED ON M6 – The Air ambulance was called to an accident on the M6 between Junction 19 and 20 (Near Knutsford) after an accident between a Vauxhall Insignia Car and a Flat Bed Lorry just before 8.24am. The driver of the Vauxhall was taken to Aintree Hospital but died shortly after arriving. Fire crews from Knutsford, Lymm, Birchwood and Greater Manchester’s Altrincham station.*
- 12 Aug 2017 *ACCIDENT on the Macclesfield Road, Over Alderley with fire crews from Macclesfield and Wilmslow as well as an Air Ambulance which took one of those involved to hospital.*
- 21 Aug 2017 *TWO PEOPLE KNOCKED DOWN BY A TRAIN AT HOLMES CHAPEL STATION Police and Two Air Ambulances were called to a report of two people having been knocked down by a train next to Holmes Chapel Railway Station at about 12.30pm. One of the victims was taken by land ambulance to hospital but the second was airlifted by one of the two aircraft to the Royal Stoke Hospital where they died a few hours later.*
- 7 Nov 2017 *PERSON FELL DOWN STAIRS IN MACCLESFIELD AND BECAME TRAPPED. A Fire Appliance helped free a person trapped after falling down stairs with the Person being taken to hospital by Air Ambulance.*
- 11 Dec 2017 **ACCIDENT ON THE CONGLETON ROAD / OLD MILL ROAD AT JUNCTION 17 OF THE M6**
Municipal car accident in the Morning.
- 4 Sept 2018 15 Year Old Horse Rider (Girl) thrown off her horse near to Brookhouse Green (Morning)
- 24 Sept 2018 **CAR CRASH** between a Van and a Saloon car on the Newcastle Road at Smallwood. A Man and a Woman were trapped with the man freeing himself before the arrival of the Fire Brigade.
At about 4pm the woman was freed and flown by Air Ambulance to the Royal Stoke University Hospital.
Fire crews stayed on the scene until 5.15pm with Police left to investigate the collision.
- 29 (30) Sept 2018 At 10.35am two children were knocked down by a vehicle on West Street Crewe. The Air Ambulance was called however a Police statement said that both children were taken to the Alder Hey Hospital. One of the Children was an 11-year-old girl with a one-year old boy who were knocked down by a 74-year-old man in a Kia Car who was also injured.
- 2 Nov 2018 Car Crash on the Whitchurch Road (A530) in Aston nr Nantwich. Two Air Ambulances attended with one person taken to Stoke and one by Road to Leighton Hospital.
- 13 Nov 2018 Car Crash between Davenham and Heartford on the Northwich Road (A556). Air Ambulance attended but no one taken to hospital.
- 1 Dec 2018 Man Rescued from Helsby Hill Cliff on the Old Chester Road, Frodsham involving 4 Fire Appliances and the Air Ambulance in an incident that took 2 hours.
- FEBRUARY 2019 The Air Ambulance attended 42 Missions in Cheshire during February 2019. They attended 224 incidents over the North West. Including;**
- | | |
|-------------------------------|------------|
| Road Traffic Accidents | 42 |
| Medical Incidents | 51 |
| Sporting Related | 12 |
| Hospital Transfers | 02 |
| Other Incidents | 103 |
- 29 Mar 2019 Crash on the M6 between Junction 19 and 18 at 2.07am involving six vehicles. A 37-year-old man was taken by Air Ambulance to Stoke.
- 24 May 2019 38-year-old man hit by a lorry in Weston Road, Crewe taken to the Royal Stoke Hospital.
- 21 June 2019 Man died after a fall from scaffolding at Stapley Gardens. He was taken by Air Ambulance to Stoke but died of his injuries.
- 26 July 2019 A Man collapsed at Nantwich Swimming Baths. The Air Ambulance attended

but he was taken to Leighton Hospital by Road Ambulance.

14 Aug 2019 Call to Green Street Sandbach after a young boy suffered a fall at a playing field in the area. Helicopter handed at about 6pm (Call 5.50pm). Oscar Cunliffe (Child)
Taken to Leighton Hospital (Possibly by Land Ambulance).

10 Oct 2019 70-year-old had Heart attack on push bike on Blackden Lane in Goostrey

15 Sept 2020 Landed next to Sandbach Cricket Club in Ettley Heath (Proctors Lane behind houses). Yorkshire Air Ambulance rather than the North West Air Ambulance which doesn't fly at Night. Child burnt in accident and taken to Wythenshawe Hospital.

30 Sept 2020 Offley Road School after a child became ill.
The Helicopter landed at about 10.15am and left at 10.45am taking the child to Leighton Hospital. Unfortunately the child (Patryk Milner son of Andy and Aggie and Brother of Krissy) died the following day at Alderhey Children's Hospital.

6 Jan 2021 Road Traffic Accident in the Astbury area. (8.16am)

18 Mar 2021 Four vehicle collision on the M6 between Junction 17 and 18. (13.04pm)
1x Sandbach, 1x Congleton, 1x Holmes Chapel, 1x Middlewich and Air Ambulance.

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FLOWCRETE (Floor covering company)

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Flowcrete designed, developed and manufactured specialist flooring and decking products. The company was formed in October 1982 after Peter Gibbins was challenged to come up with a flooring solution that would offer an improved resistance to sugar for the Mars Confectionary Company in 1980. Peter came up with a cement based resin formulation containing hardwearing aggregates that would be laid as monolithic screed on a suitable base and later diamond ground to reveal a smooth surface thus starting Flowcrete's first production line.

In 1982 the turnover was £40,000 and Peter and his daughter Dawn were running the business.

In 1984 David Greaves joined Flowcrete as Technical Engineer and alongside Peter Gibbins they developed a new way of preparing concrete floors prior to applying flooring system.

In 1989 David Greaves son Mark Greaves (Mark David Greaves .b. June 1962) joined the company having been a business graduate and he had a plan to take Flowcrete forward with the company having a £600,000 turnover in 1989.

The first factory was in Unit 2, Thomas Street, Congleton in 1982 moving to the Back Lane Trading Estate in Congleton in 1985. In 1995 Flowcrete moved to the Eaton Bank Trading Estate in Congleton and in May 1995 a fire in the building led them to move to a factory on Dragons Lane / Booth Lane, Sandbach on the road to Middlewich (1995).

In 1987 Dawn Gibbins (.b. 7 June 1958) and Mark David Greaves married.

In 1990 the company hit the £1 Million turnover figure.

On the 10 April 1993 Peter Frederick Gibbins died of Myeloma, Cancer at the age of 64.

1994 Dawn Gibbins was awarded the M.B.E. for services to industry.

In 1995, Flowcrete purchased Isorete Floor Screeds, Gyvlon Floor Screeds, Chryso UK and Beaver Anchorlyte as well as opening offices in Hong Kong, the Czech Republic, Thailand, China as well as a manufacturing plant in Kuala Lumpur and Malaysia.

In 1998 the Stud Green Industrial Estate (Foden's Band-room Location) passed to Flowcrete Systems Ltd a flooring specialist who had already been tenants of the site. Led by Chairman Ms Dawn Gibbins MBE the company kept the band under its wing to support it and by 2009 were sponsoring the band as well as providing the rehearsal room space.

In 2003 the company sets up its first Website.

2004 Dawn Gibbins was awarded the National Business-woman of the year.

In 2005 the company opened a new manufacturing plant in Huston, Texas, North America.

In 2006 Flowcrete joined with international chemicals and performance materials company, Perstorp Chemicals AB to utilise its Polygiene compound for antimicrobial flooring for use in Hospitals etc.

In 2007 Flowcrete secured the "Investors in People" and "Queen's Award" for enterprise.

April 2008 Dawn Gibbins (49) sold her 54% share in the £45 million turnover company to R.P.M. International for an estimated £30 Million. When the Ohio based R.P.M. International group purchased the company it brought together Tremco, Illbruck and the Flowcrete brands.

Meanwhile Dawn planned to fulfil her ambition to create a social enterprise promoting Feng Shui and to launch a domestic flooring business called "Barefoot" in Congleton. Dawn's husband Mark Greaves (Managing

Director) owned 30% with the rest of the company owned by management and employees including the company's first employee, Gary Sergeant (Operations Director).

Mark Greaves stayed on with the RPM International group.

2009 Dawn Gibbins takes part in the Channel 4 Programme "Secret Millionaire" donating £250,000 to three Bristol based charities, "The One25 Project" (Abused and women trapped in the street sex trade), "Wild Goose Café" (Feed and care for the homeless) and "Teenage Parents Project" (Support and Guidance to young parents). Dawn returned in 2010 to Bristol to film "The Secret Millionaire Changed my Life" a follow up programme shown on the 11 January 2011.

Mark Greaves became a Vice President of Foden's Band in the latter part of 2009 later becoming President.

2013 Flowcrete redecorates the Dubai Mall the largest mall in the world with its Deckshield car park decking.

2014 Flowcrete America opens a new manufacturing plant.

2016 Craig Brookes appointed President of Flowcrete Group.

April 2016 Flowcrete Africa was launched with a new warehouse based at Mombassa Road, Nairobi, Kenya.

On Sunday the 17 April 2016 a fire took hold in the music library of Foden's Band at the Flowcrete offices destroying their rehearsal room and part of the reception area of the building leaving reception to work out of port cabins in the car park. Following the fire Flowcrete felt unable to continue helping the band and gave them a lump sum to find an alternative facility severing ties with the band on a commercial basis but Mark Greaves MIOD who retired as Foden's Band President on the 21 Mar 2016 continued as a Vice President.

On the 1 June 2017 Flowcrete acquires Norwegian Polymer Specialist Elmico.

A number of customers were based in the Asia Pacific region.

In 2019 the company recorded an operating loss of £1.1 Million.

COVID 19 pandemic shut down many of the businesses and staff was laid off while the work stopped. The company didn't seek Government assistance through the job retention scheme although £40,001 was retrospectively claimed for April and May with 54 employees being furloughed for various periods of time. Flowcrete's turnover decreased to £13.8 Million from £21.9 Million mainly due to the sale of its third party customers.

In 2020 the company decided to move its manufacturing from Sandbach to a site in Wigan owned by Tremco starting the rundown of Flowcrete and its transfer of assets to Tremco and to dissolve the company.

In January 2021 when the United Kingdom left the European Union it had a major impact on the company as raw materials prices increased.

In 2021 the company recorded an operating loss of £2.5 Million. The annual report said that the loss was due to the sale and transfer of third party customers to a sister company called Tremco CPG UK in November 2019.

Directors of Flowcrete said it had always been their intention to close down the company once all the customers had been transferred to Temco.

In 2021 the company had employed 69 people, 14 in sales, 26 administration and 29 in technical production.

There were also offices in Australia, Bangladesh, Belgium / Netherlands / Luxembourg (Based in Belgium), Bulgaria, Canada, Denmark, France, Germany / Austria, Hong Kong, India (Opened in 2010), Indonesia, Italy, Malaysia, Mexico, Norway, Pakistan, Philippines, Poland, Romania, Russia, Serbia, Singapore, South Africa, Spain, Sweden, Taiwan, Thailand, Turkey, UAE, USA and Vietnam.

CUSTOMERS

Audi Showroom Indonesia

Rolls Royce / Bentley in Crewe.

Bright Brewery

Chek Lap Kok Airport in Hong Kong.

Lucky Yarn Tex

M-Sparc, Bangor University

Wembley Arena

O2 Arena

DAWN GIBBINS M.B.E. / Dawn Cox / Dawn de Vivre (.b. 7 June 1958 or 1961 in some biographies .D. 11 Feb 2022 at 12.22am of Cancer)

Father Peter Frederick Gibbins (.b. 27 Nov 1929 .D. 10 April 1993)

Mother Vera Gibbins of 18 Borough Road, Congleton (.b. 15 Feb 1929 .D. 11 March 2020 Mother Annie Banks and Father Frederick Banks) MARRIED 28 Mar 1953 at St Stephens Church, Congleton.

Daughter Michelle (Michelle Greaves)

April Dawn Wild (.b. April 1990)

GRAND CHILDREN

(Grandson) Grayson (Mother = April)

River

Ollie
Jessie

1982 Dawn and her father Peter Gibbins formed the Flowcrete Company.
In 1987 Dawn Gibbins and Mark David Greaves married.
1990 = Awarded DTI innovation Award.
1994 Awarded M.B.E. by HM The Queen.
2002 Awarded Veuve Clicquot Business Woman of the Year.
2004 = The business lost money so from 2005 to 2008 Dawn and her team transformed the business from a £0.5m loss to a £5m Profit. She inspired the team with team building activities including Pearl Fishing (looking for the beauty in all you meet), Fire walking, Line dancing (Although in an article it was written as lion dancing) and Feng Shui.
2004 = Appointed Pioneer of the Life of our Nation by HM The Queen.
2004 = Awarded honorary Doctorate of Manchester University.
2005 to 2008 = Executive Committee Member of the Feng Shui Society (UK)
2006 = Topped the Power 50 as the most influential person in British Manufacturing.
2008 = Dawn sold Flowcrete to concentrate on other business ventures.
2009 = Experienced the poverty of Street Children and Orphans in Nepal
2009 = Dawn Gibbins takes part in the Channel 4 Programme “Secret Millionaire” experiencing poverty on the streets on Britain. She donated £250,000 to three Bristol based charities after spending 8 days living among those in need.
Dawn returned in 2010 to Bristol to film “The Secret Millionaire Changed my Life” a follow up programme shown on the 11 January 2011.
2011 = Dawn was the lead Community Transformation Team in Congleton, Cheshire.
2012 = Awarded title Legend of Industry.
2012 = Went to Asia to experience a personal transformation.
2012 = Awarded Honorary Doctorate from Staffordshire University.
2013 = Took part in a Life Detox and spiritual nourishment.
14 June 2014 = Dawn Gibbins married Lionel Palatine (Lionel Cox = Mr and Mrs Cox).
2014 = Ordained as Life Celebrant and Spirit Councillor.
2018 = Appeared on Homes under the Hammer (1 of 2) purchasing a shop on Congleton High Street for her daughter.
20 March 2018 = Opened “Wild and Wild Healthy Café” at 2 Bridge Street, with café owner April Dawn Wild (Yoga Teacher and owner of April Dawn Yoga .b. April 1990, Married Dec 2018?) and husband Chris Wild (.b. November 1988). The couple also appeared in “Homes under the Hammer on BBC1.
2018 = Awarded a Doctorate by Chester University.
2019 = Appeared on Homes under the Hammer (2 of 2)
2020 = Founded Educational Charity devoted to rewinding people and places.
On the 28 June 2021 Dawn handed over the keys to her home Blissland (Home and Yoga Retreat) on Congleton Edge.
In July 2021 Lionel and Dawn took over the wooden shed / shop called Sweet Pea in Congleton. It was a florist shop next to the Mr Simms Olde Sweet Shop.

Sandbach FOLK CLUB
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Before the folk club formed there were a series of impromptu evenings at the Crown Hotel (Pub) with occasional concerts at the Town Hall organised by Nigel Stonier, Ian Ankers, Kevin Fletcher, Dave Hughes and Phil Brightman.
On the 31 January 1981 the Sandbach Folk Club held its first official evening with a rendition of “San Francisco Bay Blues” with the Providence Jug Band (Winston and Phil Barklett) at the George Hotel in the town.
In the 1970’s Winston and Phil Brightman went to the Crewe “Singout” Folk Club where they played songs at the club and where they were joined by Steve Green (Mandolin) and Nigel Stonier (Piano). Together the four of them formed the “Providence Jug Band” which played at various venues in the area.
After the formation of the Folk Club in Sandbach local singers joined in with local Sandbach Secondary School French Teacher Sue Wyatt becoming one of the early singers and guitarists,
Dave Hughes another person at the opening session came from Warrington and continued for many years to join in with the singers sessions.
Another teacher John Stoker (Sandbach School) sang at the opening night and continued until his death on the 2 February 2013 (Aged 60), playing on his own and with Dave Hughes.

Other performers included Pete Johnson who is also known as “Snakey Jake” and owned a Guitar and amplifier shop in Crewe. He also went on to play with Dave / David Parton (“Isn’t She Lovely”).

In the early days the club held concerts at the Town Hall to raise funds for the club with their 3rd concert being the duo “Mr Gladstone’s Bag”.

The Sandbach Folk Club moved from the George in 2006 to the Market Tavern and on the 10 April 2012, they moved into a new room at the back with a stage.

On the 12 February 2019, the club celebrated its 38th birthday with a joint celebration of the 70th birthday of its current organiser Winston Baldwin.

CELEBRITY GUESTS

Stanley Accrington (Oct 2018)

Stan Arnold (16 June 1981)

Gary and Vera Aspey

Calico Jack

John James (Sold over 100 tickets for the venue at the George)

Phil Maddocks

Pete Shirley

Steamhead

Clive Gregson (24 Oct 2018 as part of Blackedds)

<http://www.brightman.me.uk/> (History of the Club)

WELL KNOWN MEMBERS OF THE CLUB (Locally)

Winston Baldwin

Liz Rosenfield-Boyle

John Stoker (Died)

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END

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