

ECCLES STATION

NEWS

DECEMBER 2013

Here is the December Issue of ESN.

The Editor and Members of Freccles wish a joyful and rewarding festive season to all readers!

*Please take note of the changes to trains over Christmas and New Year. **Editor.***

NEWS

Network Rail recently announced its **financial results** for a period of six months up to 31 October. Key points are as follows:

- Revenue remained static at £3.267bn (£3.167bn for same period, 2012)
- Operating profit remained static at £1.199bn (£1.227bn last year)
- Profit after tax was £870m (£563m last year. Increase owing to tax treatment)
- Net debt stands at £30.611bn (slightly up from £30.358bn at year end)
- Value of railway assets increase to £47.933bn (up from £46.411bn at year end)

Dyan Crowther of Network Rail said: “**We continue to invest record amounts** to deliver a bigger, better railway for passengers and businesses across Britain. We are also driving down the cost of running Britain’s railway to help make it more affordable in the years ahead. **Train performance is still at high levels by historical standards, but has fallen behind our targets** as we struggle to get more and more out of an ever overloaded network.”



Salford Elected Mayor, Ian Stewart, was present at the opening of the new ticket office at Salford Crescent Station.

Photo courtesy of Northern Rail

*You may have noticed that a number of Northern Rail's trains have "grown" black moustaches recently. In fact these have appeared on the front of fifty train sets because **Northern Rail, the UK's largest rail operator has pledged support to men's health charity, Movember, this year. Movember supports causes such as fighting prostate and testicular cancers, as well as education on mental health and everyday wellbeing. and we are proud to work with them this year.*** Watch Northern's launch video starring its employees:

www.northernrail.org/movember

The winter timetable takes effect on Sunday December 8th so remember to check your train times. There do not appear to be any major changes at Eccles: the basic service remains hourly throughout the week with daytime trains going to Stalybridge and Liverpool. Rush hour trains are half hourly and Sunday trains run to Oxford Road. For the timetable on the Eccles line see

<http://www.northernrail.org/pdfs/timetables/20131208/15.pdf> . For other

stations on the Northern Rail network go to <http://www.northernrail.org/travel/timetables/295000> and enter the name of the station, then follow instructions.

*On Friday 25 October 2013 the Department of Transport (DfT) started the **franchising process for the East Coast Main Line (ECML)**. The DfT hopes to receive bids from the private sector to operate the King's Cross to Edinburgh line for the next few years. The prospectus states what potential bidders will need to consider in their proposals. These include:*

- *developing innovative timetables which build on the core train service requirement published by the DfT;*
- *investment in innovative ways to transform the customer experience on trains and at stations;*
- *identifying further opportunities for investment along the route, particularly at stations;*
- *making the route and train operations more sensitive to the environment;*
- *involving communities along the route in local decision making;*
- *demonstrating how their proposals will support economic growth along the route.*

Transport Secretary Patrick McLoughlin said: *"We want to see a revitalised East Coast railway, one that both rekindles the spirit of competition for customers on this great route to Scotland and competes with the West Coast on speed, quality and customer service."*

There will be **changes to services to and from Manchester via Bolton** from 8 December 2013, when the winter timetable comes into operation, because First TransPennine Express is re-routing its Manchester to Scotland services via the Liverpool and Manchester line to Wigan instead of Bolton. This follows completion of the electrification of the L&M route between Manchester and Parkside Junctions at Newton le Willows. As a result there will be fewer First

TransPennine Express services calling at Bolton and Chorley. Unfortunately these diverted services will not call at Eccles.

Northern Rail services will run as normal but trains to Bolton are likely to even busier. Northern has tried to acquire extra carriages to minimise the crowding on the services but there are no suitable diesel trains available for hire, and the current fleet is already used to maximum capacity.

For more information about the changes services and to download new timetables please visit tpexpress.co.uk/Decemberchanges



A computer graphic illustrating the method of construction of the sea bed section of the Marmaray tunnel on the Eccles to Beijing Intercontinental Railway.

Graphic from Marmaray website.

Tuesday 26th November saw the publication of the statutory notice for the HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL in the national press. The notice was nine pages long in small type face. There is a concise summary of The Bill detailing the powers needed to provide, construct and maintain a railway including modification of the requirements of other statutes and the compulsory acquisition of land, and the arrangements for comment. The Schedules which follow the summary are:

Schedule 1 locations of required works, stopping up or diversion of current highways.

Schedule 2 the changes to footpaths, and bridleways.

Schedule 3 affected streets.

Schedule 4 common land, public parks and open spaces affected.

Schedule 5 canal towpaths affected.

Schedule 6 Officers with whom and locations where the details of The Bill will be lodged for public inspection.

The Bill will appear on the DfT website by November 29th 2013 and will go before Parliament in 2014.

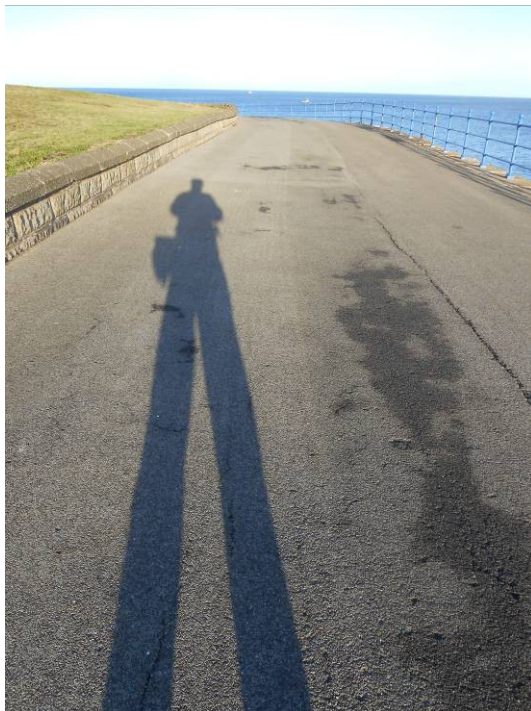
*Over the Christmas to New Year period (24th Dec to 2nd Jan) the **trains through Eccles will not go to Stalybridge, nor will they call at Manchester Victoria.** Instead they will be diverted into **Oxford Road Station**. This is to allow major works to take place at Victoria Station (see later article).*

Network Rail's chief information officer is so concerned about the slide in the number of women entering the UK's IT sector (the proportion of women working in technology roles in the UK has more than halved since the 1980s) that she has launched **a new competition for girls** where the company will pay for the winner's first year of university fees. The competition – **Could IT Be You** – has been designed by six women in the 500-strong IT team led by Group CIO Susan Cooklin and aims to show girls what working in IT is really about and the career opportunities open to them. **To enter the competition**, girls aged 16-18 years are asked to visit a new website www.couldITbu.co.uk to answer five simple questions and provide a short essay.

Fifty entrants will be invited to a day at Network Rail's national centre in Milton Keynes in February. Here they will meet influential business women from various industries, learn valuable skills such as CV writing and interview techniques. They will be asked to record a minute-long film about their experience of the day. Those who record the top four films will win two weeks work experience at Network Rail during the summer of 2014 and continued mentoring with the best winning all this as well as **the first prize of having their first year of university fees paid.**

OUT AND ABOUT...

Album of a Day in Hartlepool.







Perfect weather on a winter afternoon made it a pleasure to look around this industrial town on the coast of Durham.

Amidst a tangle of new roads there is a small island of sanity at The Old Docks Museum which is home to HMS Trincomalee, whose masts can be seen rising above the dock buildings.

The Oldest part of the town is The Headland which is a short bus ride (advisable) from the centre and Old Dock. At the headland is the parish church whose tower is all that remains of an ancient monastery.

One can take a pleasant walk along the promenade from The Heugh Battery, past the stone jetty and the 18th century houses back to the bus stop. There are fine views across the harbour to the North York Moors and Yorkshire coast.

Along the way is to be found a little statue to Andy Capp. The cartoon character (and national treasure) created by Smythe for The Daily Mirror.

...By TRAIN from ECCLES STATION.

ARTICLES

Work at Manchester Victoria.

Major improvements will be getting underway at Manchester Victoria this Christmas as Network Rail delivers the next stage of its plan to electrify the railway throughout Manchester and the North West. To allow the project to be completed safely, there will be no Northern Rail trains serving Manchester Victoria after the last service on Christmas Eve (Tuesday 24th December) until Thursday 2 January 2014 when services resume.

Below are the amended arrangements for the trains:

Trains via Eccles will run to and from Oxford Road during this period.

Northern Rail services to Liverpool, Preston, Blackpool, Wigan, Southport and Blackburn will start/terminate at Manchester Oxford Road or Salford Central. A shuttle bus will run between Salford Central – Manchester Victoria.

A limited train service will operate to Moston, serving Castleton and Mills Hill; services to/from Rochdale, Bradford and Leeds via Hebden Bridge will start/terminate at Rochdale with a rail replacement bus service to Manchester Victoria.

Northern Rail services to/from Huddersfield via Stalybridge will start/terminate at Ashton-under-Lyne with buses between Manchester Victoria and Ashton-under-Lyne.

Additional TransPennine Express services will stop at Stalybridge providing more trains into Manchester Piccadilly.

Further details will be available on the TFGM and Northern Rail websites.

Metrolink services will continue to operate as normal from Manchester Victoria, and additional double trams will be running on the new Ashton line over the Christmas period while the improvements are delivered and the accompanying changes to Northern service are in place.

The work at Victoria is part of the £400 million North West Electrification scheme that will allow electric train services to be introduced from the station

in December 2014. During the closure, work will also continue to deliver the redevelopment of the station.

Work happening at Manchester Victoria over Christmas 2013 includes:

- On the east side of the station, the track under Cheetham Hill road bridge will be dug out and physically lowered to accommodate the overhead line equipment for electric trains
- To the west of the station, engineers will prepare and install the foundations to allow the steel work to carry the overhead electric wires to allow electric trains to operate and connect into the newly electrified railway to Newton Le Willows.
- Work to redevelop the station concourse continues over the Christmas period
- Enabling work on the Metrolink track to allow a third platform to be installed at the station as part of the second city crossing.

Freccles Survey Results

THE ECCLES STATION PASSENGER COUNT ANALYSIS 2013

1) Total Passenger Numbers Recorded (2012 figures in brackets)

Manchester Bound	Alight	147(84)
	Board	177(191)
Liverpool Bound	Alight	182(172)
	Board	118(85)
	TOTAL	624(532)

At 624, the total number of passengers recorded shows an increase of 17.3% on the previous year and is therefore in reasonable agreement with other surveys taken.

There were 11 drop-offs and 13 pick-ups by vehicle recorded which is likely to be a significant under-estimate as once the car park is full, drop-offs and pick-ups are likely to take place outside the station precinct.

2) Trends

Passengers travelling to and from Manchester are static with virtually identical returns from last year.

Passengers travelling to and from Liverpool show a massive 56.8% increase.

Presumably this links with the results of the Passenger Survey which indicated the increased number of passengers using the station as an interchange for the Quays and Media City and, as most journeys were recorded during the rush-hour periods, the figures do suggest that such travel is employment-related.

We can clearly use these figures in our negotiations with TfGM and Northern for improved services on the Liverpool to Manchester route. However, the figures raise the question of how many passengers from Cheshire, Chester and North Wales would make similar use of Eccles Station if Arriva Trains Wales were to stop their services here. Perhaps it is time to renew our dialogue with ATW – hopefully attracting the support of TfGM – as a prelude to getting an Eccles stop on all services from Chester/North Wales written into the next franchise agreement and Northern Hub plans?

TRIP OF THE MONTH

This month we recommend **trip No 5** which is:

ASHTON UNDER LYNE – TOWN CENTRE & MARKET

This is a historic Lancashire Market Town with courts and regimental centre. There is a large market, many shops, museums and an art gallery. It has a significant number of fine buildings including churches and tiled front public houses.

Take the train from Eccles Station to Ashton-under-Lyne.

Outside the railway station cross the minor road, then go through the small garden.

Turn left along the main road. After a short distance use the pelican crossing to go to the front of the Tameside MBC Offices. *There is a tourist information office inside.*

Go left and then right down the side of the building to come onto the Market Square. *On your left is the historic market building which has been rebuilt following arson. It is a great success and nearly all the stalls are taken.*

Turn to your right up the steps to visit the Ashton Town Hall and Museum. *This is a fine building well worth a visit. It is open from 10.00 to 16.00 Monday to Saturday. Admission is free. It includes the regimental museum and a history of the area.*

Next take the opportunity to browse the Market Square. *The market is there seven days a week and the last Sunday of each month includes a farmers' market.*

Leave the square at the diagonal corner from the Town Hall building and go down Warrington Street.

Cross Stamford Street and continue. At the end is 'The Station Hotel'. *This is a noted Good Beer Guide establishment. There was a railway station here once – notice the coat of arms above the pub door.*

Walk back up a few yards then turn right along Church Street. Go to the impressive parish church of St Michael and All Angels.

Go to the left of the West Door then left out of the churchyard.

Cross Stamford Street and pass the 'Angel Hotel' on your left. *Notice another fine tiled front.*

Then cross St Michael's Square and bear right then immediately cross the main road to the Memorial Gardens. Go to the dramatic war memorial. *Across from the gardens there is the splendid Albion United Reformed Church with a school to the left of it.*

Walk uphill behind the memorial and leave the gardens via a very short right then left. Walk uphill towards the main road and a shop called Karson's. *On your right is an impressive decorated brick building housing Armstrong's Office furniture. It's worth going to look at the front of this large building which was the Albion Congregational Sunday School and church hall! Later a non denominational day school).*

Go left down the main road towards the town. There are traditional small shops on both sides. *Notice Bowker's Baker shop on the left. Worth shopping here – my favourite is the cured pork pies – scrummy!*

Continue down the main road. On the right you will see a Wetherspoon pub called The Ash Tree. Opposite turn left to go left onto the Market Square.

You can now go shopping crazy if you wish.

CLASSIFICATION: SHORT, EASY,
 SHOPS, MUSEUMS, MARKET, FOOD & DRINK
 RAIL FARE – £3.80 adult cheap day return (category
 one)

Maps: Manchester A-Z Philips Street Atlas of Greater
Manchester

BOOK REVIEW:

'THE SUBTERRANEAN RAILWAY – How the London Underground was built and how it changed the city forever.'

by Christian Wolmar. ISBN 1843540231 Atlantic Books.
£9.99 (paperback).

The railway journalist Christian Wolmar must be spending most of his time writing books lately, but quantity is not detracting from quality. This is an excellent narrative of the subject. It shines the light on little known or almost forgotten episodes in the history of London Underground.

Victorian and Edwardian capitalism bequeathed to London a functioning but uncoordinated transportation system while dividends for the investors were few and far between. In so doing the system has shaped the development of the city and acted as a model for worldwide metropolises to follow.

The book recounts the long and slow invention of 'London Transport' and coordinated planning of services. It mentions the strengths and weaknesses of the system and how it chanced to develop in brief historical windows of opportunity.

If there is one weakness in this account it is the lack of a detailed examination of the labour force and patterns of labour relations. Despite this it is an excellent informative read.

The book is available at Eccles Library.

To find out more about **FRECCLES** or to make contact see our **website**: www.freccles.org or e mail us at info@freccles.org.uk

