

ECCLES STATION

NEWS

JULY 2012

The contents of this month's e issue are as follows:

News section, **Articles.** **Trip of the Month** **Book review.**

Again we have loads of news, and also a lovely little cheap trip out. There is a new feature 'OUT and ABOUT' which will be a miscellany of interesting and even quirky matters for your delight.

NEWS

June was full of events celebrating the Diamond Jubilee of Queen Elizabeth II, and there was plenty of rain to satisfy curmudgeonly republicans too! **DB named one of their powerful class 67 locomotives** and gave it a **special livery** to commemorate the Jubilee.



Here is a picture of the loco resting in the EWS depot at Arpley, Warrington on 18th June.

Photo: J E Rayner

Virgin is offering Balloon Rides - the cost is £99, and includes a glass of champagne. This is not in place of the Manchester to London service! It is a

leisure offering in cooperation with the Metro newspaper and is valid until 30th July. See www.virginballoonflights.co.uk/offer/metro for full details.

Freccles will be gardening again on Sunday 5th August at 11.00. Feel free to come along and join us for a few minutes or an hour or more. Many hands make light work!

Two Eccles station regulars enjoyed the comfort of the sleeper garden on a warm day in July 2011. Among other plants are rosemary, thyme and lavender.

Photo: J E Rayner



Freccles held a Coffee Morning on Saturday 16th June in Smiths Restaurant at the top of Church Street between 10am and 2pm. The event was part of the Salford 'Secret Gardens' and the people from Secret Gardens came to interview Freccles members on the platform, taking video both in Smiths and in the gardens. It was moderately attended but importantly, all of those who attended were interested, local, and keen to join us. We had to provide four tours of the gardens.



There were twenty or so guests taking coffee in Smiths. Light lunches were available and the option of a guided tour of the gardens to aid digestion.

Photo: D Yates.

Freccles had plenty of display material about the railway station and its services. Visitors were keen to find out more.

Photo: D Yates.



Northern Rail won two trophies at this year's Royal Society for the Prevention of Accidents event: 'Occupational Health and Safety Awards'. This scheme is the largest and longest-running programme of its kind in the UK and recognises commitment to accident and ill health prevention. Winning the 'Transport, Storage and Distribution Industry Sector Award' for the **fourth year in a row**, Northern also scooped the 'Workforce Involvement in Safety and Health Trophy' **for the second time** at the ceremony, held at the Hilton Birmingham Metropole Hotel on Thursday 17 May.

The **Cumbrian Coast line was closed to rail services** between Maryport and Carlisle, **due to flooding towards the end of June**. A replacement bus service called at all stations between Maryport and Carlisle instead. The high water levels at Cummersdale Viaduct near Dalston meant the structure needed to be examined by divers before trains could cross it again. This inspection took place on Monday afternoon 25th June and the line is once again in operation.

A lovely postcard of the old Eccles station has been commissioned by Freccles heritage subgroup. It uses an image from a watercolour by David Walton. (c1970). This was donated to Freccles by Mr & Mrs Harry Pickles. The postcards cost 25p each or £1 for a pack of five. They are available from Eccles community art gallery or Smiths restaurant and if you can still afford postage

they are ideal for dropping a line to expatriates from Eccles! They also make great greetings cards if you pop them in an envelope.



Post card of the watercolour by David Walton.

Cost 25p each or £1 for pack of five.

On the 1st of June Rail Minister Theresa Villiers announced the designation of the line between Barrow-in-Furness to Carnforth and on to Lancaster as a Community Rail Service. Rob Terwey, Chairman of the **Furness Line Community Rail Partnership** said: "Community Rail Service Designation for the Furness Line will help us to achieve even more for passengers on our line. We look forward to having greater flexibility and the opportunity to work more closely with the rail industry, users, local councils and others to maximise the benefit of rail services and station improvements around the shores of Morecambe Bay".

*The semi finals and finals of the rugby league football **Northern Rail Cup Competition** will take place **during July**. The fixtures are given below:*

Thu 5 July 2012

*KO: 19:30 **Featherstone Rovers** v **Leigh Centurions***

Venue: The BIG FELLAS Stadium

Fri 6 July 2012

*KO: 19:30 **Sheffield Eagles** v **Halifax RLFC***

Venue: Don Valley Stadium

The finalists will face each other at Blackpool on July 29, and Northern usually runs special trains for the fans to get to Blackpool on this day. For full details see

<http://www.northernrail.org/northernrailcup/fixtures>

There was once a small Cheshire hamlet called **Monks Coppenhall**. Few people other than locals had heard of it and probably even fewer were bothered about its existence, but then came the railways. Six main lines pointed towards the hamlet, and Crewe station will be 175 years old on the 4th July this year. Various events are being organized to celebrate this fact – the best would be the re-birth of Crewe North shed (with all its romantic express passenger steam locomotives!) and the next best the recreation of the LNWR locomotive workshops stretching two miles along the Chester line.

However there will be the exhibition '**Crewe 175: Celebrating Crewe's Heritage 1837-2012**' in the main Exhibition Hall at Crewe heritage centre, opening on **7th July**. This exhibition will run throughout the opening season right up until 7th October. If you have any photos, documents or artefacts relating to the history of Crewe or the Heritage Centre and would be happy to see them on display, please get in contact with the Heritage Centre via:

http://www.creweheritagecentre.co.uk/event_calendar.html

ADVERTISEMENT

IMPROVE YOUR HEALTH!

Using the train and having a walk to and from the station is actually good for you! There are plenty places to go from Eccles and the fares are cheap.

See the freccles website for 100 suggestions.

OUT AND ABOUT...



Pictured on the 18th June is the **railway transporter bridge** over the Mersey at Warrington. A branch line from Arpley yard goes under the main line south of Bank Quay station, but no longer links to the bridge.

Photo: J E Rayner

A footpath from Bank Quay takes one over a field and then by the side of the Mersey to the transporter bridge - the only way to reach it now. Note all the industry on the far bank.

This view shows **the suspended cradle** docked at the far bank of the river. It has two tracks and used to shuffle wagons across between the stubs of railway at either side. Notice that the railway on the near bank is overgrown

Photo: J E Rayner



...By TRAIN from ECCLES STATION.

ARTICLES



2012 PRESTON GUILD YEAR

An interesting extra event at Preston this month:

Youth groups will be given the opportunity to take over retail units in Preston's Guild Hall Arcade on 3/4/5 July and to do work in the following categories:

Retail

Exhibition

Skills Workshops

Performing Arts

To date, 11 secondary, 5 Primary and 1 FE College have confirmed interest. The event will be open to the public and in addition, a spectacular themed blue and white VIP event is being planned to formally open the proceedings. More details can be obtained from k.bailey@moorpark.lancs.sch.uk

Editorial: This venture seems a worthwhile proposition. It involves empty commercial premises, and provides for youth both involvement and a showcase. Will anyone from Eccles be going to see how well it works? If it is a success would it translate to Eccles? Perhaps it could work in our own town and precinct.

Also there are plenty of other things to do in Preston to fill time either side of a visit to the above event to make a full day out.

The following exhibitions run on into July. For more detail, press 'ctrl' & click together on the heading of each of the following events.

Green Preston Exhibition

27 May 2012 to 15 Jul 2012

A themed exhibition by Preston Art Society members at the Museum of Lancashire.

Photographic Guild Event

28 May 2012 to 31 Jul 2012

Preston Photographic Society are turning back the clock 20 years with an exhibition of Guild related photographs from the 1992 Guild.

Methodist Church Collection of Modern Christian Art

22 Jun 2012 to 20 Jul 2012

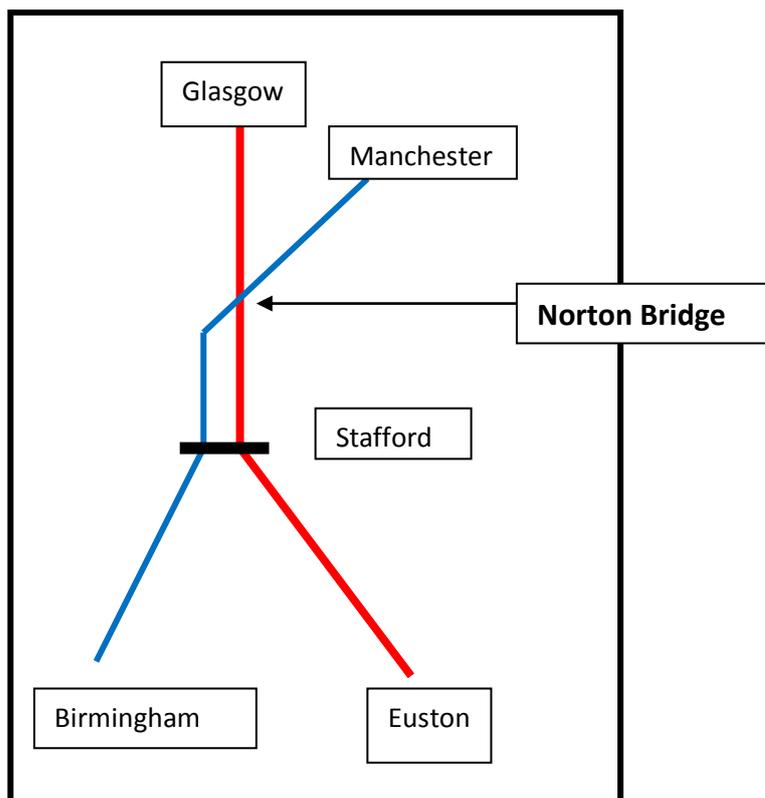
This unique collection of Christian art includes more than 40 works by Graham Sutherland, Elizabeth Frink and many other renowned artists. Call in for a chance to see these wonderful works on display.

For full events list see the website <http://www.prestonguild2012.com/whats-on>

JAM TODAY.

Norton Bridge is about 5 kilometres north of Stafford station on the very busy Euston to Glasgow (West Coast Main) line. Here Cross Country expresses from Manchester and Stoke to Stafford (then Birmingham and beyond) cross over the main line on the level. While this is happening the trains from London to Glasgow or Liverpool cannot pass through Norton Bridge resulting in a major constraint on capacity and performance of the WCML. It would not matter so much for slow trains but both routes have trains capable of 125mph. This means the junction has to be set clear with the approaching train still a long way from it, thus reducing junction capacity*, otherwise heavy braking is needed and this in turn causes significant delay to such fast trains.

The permanent way and signalling in the area is due for upgrading so Network Rail is to make an application for a **Development Consent Order** under section 48 of the 2008 planning act to allow the construction of a flyover for the Cross Country trains to pass over from the Manchester/Stoke line to the West side of the main line. As well as reducing delays, and reducing journey times this project will allow two extra trains per hour between London and the North West; one additional train per hour between Manchester and Birmingham (via Stoke), and one additional goods train per hour to run through Stafford.



A diagram showing the high speed lines crossing at Norton Bridge Junction. It is intended to put the blue line on a flyover to reduce both delays and journey times. It will also increase capacity of both lines.

The flyover will require the construction of about 5 kilometres of new line. Two bridges will be widened and nine new ones constructed. The work will also involve diversions to two high pressure gas pipelines and a fuel pipeline, the B5026 road, Searchlight Lane, the River Sow and Meece Brook.

The development consent order for the above works would cover the application or dis-application of local and public legislation; compulsory purchase of lands and rights; temporary occupation of land for working on the project, and any other ancillary works necessary to successful completion of

the project. Network Rail will also need to prepare an Environmental Impact Assessment of the project.

For more about the proposals see the Network Rail website at <http://www.networkrail.co.uk/asp/11026.aspx>

*Technical point: the minimum time that the junction must be clear increases in proportion to the speed of the train. Why? The braking distance increases as the square of the speed and this determines the position of the penultimate preceding signal that must be clear for a free run through the junction. This s^2 distance is only covered at the speed s so the time taken (distance/speed) = s^2/s . So T is proportional to s . (Actually: $T = s \times \text{braking constant} + \text{small time to cross points}$).

RAILS BACK TO OLDHAM

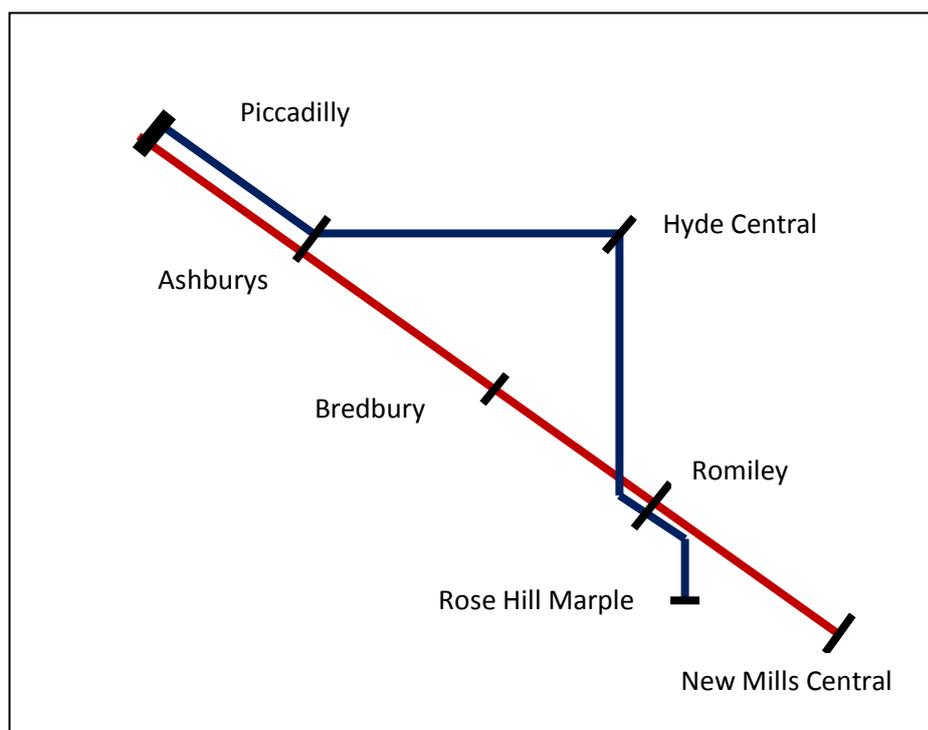
After three long years without a rail service, Metrolink services to and from Oldham Mumps opened to the public on Wednesday 13 June. The first in-service tram to Oldham Mumps left Manchester Victoria at 5.24am calling at all eight stops along the new line - Monsall, Central Park, Newton Heath & Moston, Failsworth, Hollinwood, South Chadderton, Freehold and Oldham Mumps. **The journey takes around 25 minutes and services will run every 12 minutes.** A six-minute service will be introduced as patronage grows and capacity through Manchester city centre increases. From Manchester the trams run on to St Werburgh's Road.

It is hoped the service will act as a catalyst to create new jobs and opportunities. Work is continuing on the town centre extension and Oldham Council, in pursuit of a new family-oriented leisure economy, proposes the redevelopment of the Old Town Hall, a Hotel Future scheme and improvements to the public realm.

Currently under construction at Hollinwood is a decked car park which will provide almost 200 park-and-ride spaces exclusively for the use of Metrolink passengers. Up to 100 spaces will be provided in the interim. As part of Metrolink's commitment to improving cycle parking facilities across the existing and future network, cycle stands are available at Freehold, Hollinwood, Failsworth, Newton Heath & Moston and Monsall, with cycle lockers also available at Freehold, Hollinwood and Failsworth.

Changing trains 17

The last few of our Changing trains articles will deal with stopping services available from Manchester Piccadilly. Last month we dealt with the Glossop and Hadfield line - (3 o'clock position). This month the direction is south east to Rose Hill, Marple, New Mills, and Sheffield. The services cross each other at Romiley so a map will probably be helpful:



Dealing with the Piccadilly to Rose Hill service first (the blue line), trains call at Ashburys, Fairfield, Guide Bridge, Hyde North, Hyde Central, Woodley, Romiley and **Rose Hill Marple**. Trains depart from Piccadilly twice each hour during the daytime on Monday to Saturday inclusive. In the evenings there are few trains and there is no Sunday service (note, there are alternative services available except at Hyde Central and Woodley). Although Gorton is shown on this timetable none of these trains appear to call there. A couple of morning and evening rush hour trains call at Ardwick and these are the only services to do so – the station could be closed in the near future.

Next is the brown line, Piccadilly to New Mills Central via Bredbury. The stations served are Ashburys, Belle Vue, Ryder Brow, Reddish North,

Brinnington, Bredbury, Romiley, Marple, and **New Mills Central**. Stopping trains to New Mills depart hourly all day and evening. On Sundays trains are every two hours and the first stop is Reddish North.

Finally stopping trains to Sheffield leave Piccadilly hourly with first stop Reddish North, then Brinnington, Bredbury, Romiley, Marple, alternate trains miss out Strines, New Mills Central. Then along the Hope Valley line to Chinley, Edale, Hope, Bamford, Hathersage, Grindleford, Dore and Totley, and **Sheffield**.

New Mills is just outside Greater Manchester so travellers cannot use the various GM day tickets etc other than the Peak Wayfarer. Note that Romiley is on all services, so has very frequent trains. Marple station is downhill out of the town, and is the alternative to Rose Hill station. It is near the river and the attractive area called Marple Bridge.

There is very attractive walking to be done between Romiley and New Mills and our trip of the month is chosen to illustrate this. For more serious walkers the Hope Valley is superb of course! Real ale lovers can stroll from Chinley station across to Whitehough and enjoy the wonderful Old Hall Inn with its minstrel gallery and range of cask conditioned beers; go in any direction from Edale station for hill walking; from Hope station take a stroll or bus to the lovely town of Castleton, or walk by the river or through lovely woods between Hathersage and Grindleford stations.

*A walking group above the
Hope Valley line near
Edale.*

Photo: J E Rayner



On Sundays the trains from Eccles usually run direct to Piccadilly and on to the airport (but check – electrification will alter this on some Sundays). On weekdays take the train from Eccles to Victoria and transfer by tram to Manchester Piccadilly. From the tram platforms you can ascend to the main concourse for your train.

TRIP OF THE MONTH.

This month the chosen trip is number eighty three:

ROMILEY – MARPLE

This is an attractive, interesting countryside and canal walk. You can divert off the canal to visit Chadkirk – a charming little spot with St Chad’s Well, a farm, a chapel and a walled garden. This walk could be linked to the next one of the series.

Although alighting at Romiley book your ticket to Marple – you will be returning from this station and it is further out.

Take the train to Manchester Victoria and from there a tram to Manchester Piccadilly Station. From here catch a train to Romiley. *Option: - turn right as you get off the tram and on Fairfield Street use the lift on the left to the link bridge lounge.*

Alight at Romiley. Descend the steps from the platform, go along the tunnel and descend the steps ahead.

Outside the station turn right along Stockport Road. *This is Romiley’s main street. Notice the Wesleyan chapel of 1811 (MDCCCXI) with the star of Bethlehem above the door – it is now the ‘Little Nine Heaven Kung Fu School!’*

Cross the bridge then turn right through the wall and descend the steps. Turn right and right again onto the canal bank. *This is the Peak Forest Canal. Just before a pipe crosses the canal there is the remains an old pier to tip mine tubs onto barges.*

Pass a steep set of steps down *and across from this notice the unusual church spire with flying buttresses.* Continue along the canal.

[OPTION: For a very easy walk carry on along the canal to Oakwood Mill and Hyde Bank Tunnel. This misses out the Chadkirk Estate and the steep climb back up.]

Descend the next set of steps on the right. Turn left at the bottom in front of the cottages. *You are now in Chadkirk – a delightful pocket sized country estate.*

Continue ahead on Vale Road. *On the left, Kirkwood Cottage was presumably a toll house.*

St Chad's Well is on the right. *St Chad was the seventh century Bishop of Lichfield.*

The road curves left in front of Chadwick Farm *an old fashioned tenant farm. Visits can be arranged.*

The road becomes hedged on both sides. Go left through the gate onto the path. *The chapel and walled garden are now on your left. The chapel opens at 13.00 on Saturday and Sunday.*

Walk ahead to the right of the walled garden. Then curve right and start climbing the hill.

Go left up the steps signed to the canal. *This is a long set of steps!*

At the top turn left through the fence. This path meanders along just inside the top edge of the wood. *The old path is sunken between two small stone walls on your right.*

You eventually come out at the canal. *Oakwood Mill is on the other side and still makes paper and card.* Turn right then cross over Hyde Bank Tunnel.

Walk through the mock Tudor bridge. *Above its right is the gatehouse to Oakwood Hall.*

A little further on, Hyde Bank farm is on the right. *The farm has a restaurant and tea room. Visits can be made to see the livestock etc. Tel: 0161 430 3582.*

Follow Hyde Bank as it curves right round the farm hedge.

Go down the steps to the right of a double gate across the lane. Rejoin the canal bank at the bottom.

A little way along you cross the canal aqueduct over the River Goyt. *It was opened in 1798 to facilitate transport of Limestone from the High Peak area. On the left is the railway viaduct with good views through the centre arches.*

Cross to the other bank of the canal as you pass Aqueduct House. The towpath begins to climb. *This is the start of The Marple Flight of sixteen locks. The canal climbs by 254 feet on this stretch.*

On the left at lock 7 is Brabyns Park –*a large open public park.*

After lock 8 join the main road and turn left. *Was the next building also a toll house? Look at the chimneys.*

Cross the railway bridge. *Ahead on the right is The Midland. The Midland is a free house selling cask marque real ales, tea, coffee, snacks and full meals.*

Go left down the steps just after the bridge, and enter Marple Station. Cross the footbridge to the other platform to catch a train back to Manchester Piccadilly.

CLASSIFICATION:

MEDIUM LENGTH

MODERATE.

COUNTRYSIDE, VIEWS, CANAL, CAFES, PUB.

RAIL FARE: category one - £3.90

JOURNEY TIME about 90 minutes.

Maps: OS 1:50 000 SHEET 109.

Philip's Street Atlas Greater Manchester



Chadkirk chapel and graveyard situated in the lovely little Chadkirk hamlet. On the right another feature of interest on this stroll - the railway viaduct and aqueduct run next to each other above the Goyt valley.

Photos: J E Rayner

BOOK REVIEW:

'ROBERT STEPHENSON: RAILWAY ENGINEER.' by John Addyman and Victoria Haworth. ISBN 1873513607.

North Eastern Railway Association & The Robert Stephenson Trust 2005 £19.95

One expects a book published by the above two societies to be academic and thorough. This book does not disappoint, yet it is also well written and not overlong. It is only 172 pages in A4 hardback format and that includes extensive notes and references! It is also well illustrated on locomotive and civil engineering topics.

There are some matters of south Lancashire interest in Robert's work. The book should please railway historians and engineers, but it is also very accessible to the general reader.

Why not join Freccles? It is only £5 a year and this contribution helps us to improve the gardens and tubs at the station as well as to campaign for a better station and services.

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

