

ECCLES STATION

NEWS

NOVEMBER 2015

NEWS

We must accept that autumn is here but a temporary compensation is provided by the splendid colours of the pre-fall foliage. ESN is therefore going to indulge readers with images of autumn taken at our railway station

(all courtesy of J E Rayner).



*The new **real time information on the platforms** at Eccles appears to be working very well. It states clearly when a replacement bus is in operation, giving the expected times of the buses. (But the display and the recorded announcement states that the bus will be departing from the platforms! You couldn't make it up. Sub Ed)*



Arriva Trains Wales is now running the Club 55 offer of bargain fares as well as Trans Pennine Express. See <http://www.arrivatrainswales.co.uk/Club55/Buy/>

Travel using a Club 55 ticket is not permitted before 0900 Monday to Friday except between the following locations (in either direction):

- Shrewsbury – Aberystwyth/Pwllheli
- Shrewsbury – Llanelli/Swansea via Llandrindod
- Chester – Holyhead/Llandudno/Blaenau Ffestiniog
- Neath – Milford Haven/Pembroke Dock/Fishguard Harbour
- Wrexham Central - Bidston

Travel is not permitted on services arriving into London Marylebone before 1000, or departing from London Marylebone between 1600 and 1900 (Monday-Friday). If you are starting your journey from a station with no time restriction, you may only depart or pass through Neath, Shrewsbury and Chester stations after 0900.

Club 55 is an off-peak travel offer and is therefore barred on selected peak travel days over the Christmas/New Year period as follows:

- No outward travel 11 December 2015 to 2 January 2016 (inclusive).
- No return travel 18 December 2015 to 2 January 2016 (inclusive).

- In addition, travel is not permitted using Club 55 for journeys to/from or via Cardiff on either Saturday 13 February 2016 or Friday 26 February 2016, due to major sporting events in Cardiff on these dates.

There are several conditions to travelling using an Arriva Club 55 ticket, including valid dates of travel. Please familiarise yourself with the [full terms and conditions here](#) before purchasing. You can [download a copy of the Club 55 leaflet here](#). Adobe Acrobat PDF.

Buy
Arriva Club 55
Tickets Here

For First Transpennine Club 55 see <http://www.tpexpress.co.uk/train-destinations/attractions-offers/club-55/>



The bicycle shelter at Eccles Station still houses one lonely bicycle, and there is talk in the town of ‘another white elephant’. ESN’s editor takes issue with this in a number of ways.

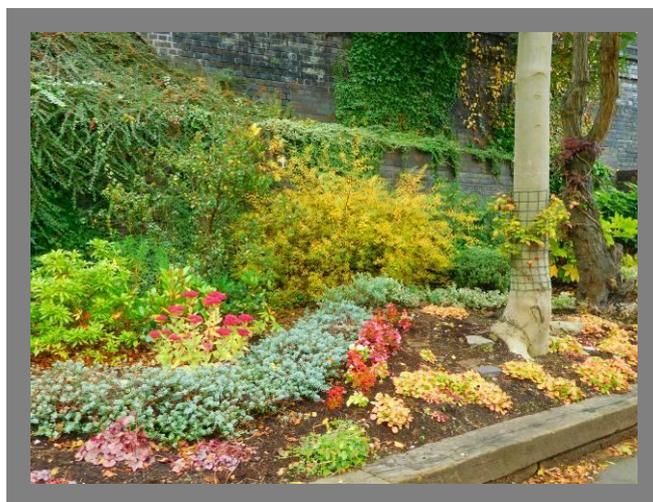
Firstly it is good to gain this provision while finance is available: the alternative is never to get such a facility.



Secondly it takes time for such facilities to attract users. Eccles might be slower than other towns in its uptake but travel habits will have to change gradually and the shelter is there ready for when it happens.

Thirdly let us make the unlikely supposition that it never houses more than this one lonely bicycle. How without providing such a shelter would we learn that Eccles is a very rare town where only one cyclist wants a cycle shelter? If it remains underused forever then it will have been a worthwhile experiment in trying to put Eccles on a par with other stations.

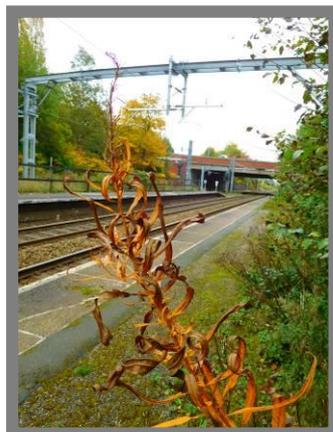
*ESN is actually more concerned with the litter and fallen leaves that get into the shelter. **What are the arrangements for keeping it clean** so that it does not detract from the much improved forecourt area?*



Very expensive work by Network Rail to add a few coping stones to the bridge wall opposite the railway station at Eccles:



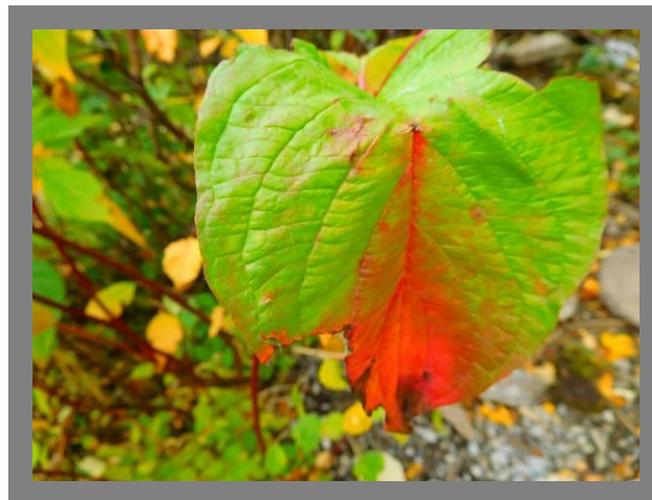
Presumably the coping stones, which can be seen through the blue screen material on the last picture, have been requested by the railway inspectorate, but one wonders why they were not done much more cheaply as part of the original job.



More patch pointing is being undertaken to improve the poor state of the engineering brick walls at Eccles station.



ESN notes that this is further work to counter at least fifty years of neglect (sorry 'maintenance holidays') following the war.



This is a boring topic of course but ESN has heard of Farnworth tunnel that apart from soil instability the work encountered three drainage tunnels from old mine workings that had to be diverted. The task is now expected to last until the new year.



Here is a bit of lovely autumn colour on the Liverpool platform looking towards Manchester.



*The trouble is this looks suspiciously like **Japanese Knot Weed!** There is quite a bit of it along the line to Manchester and also on the motorway side of the loop at Eccles station.*

The judicial review of the planning process

The gradual fall of the leaves reveals some things that some of the Freccles members might consider camouflaging:

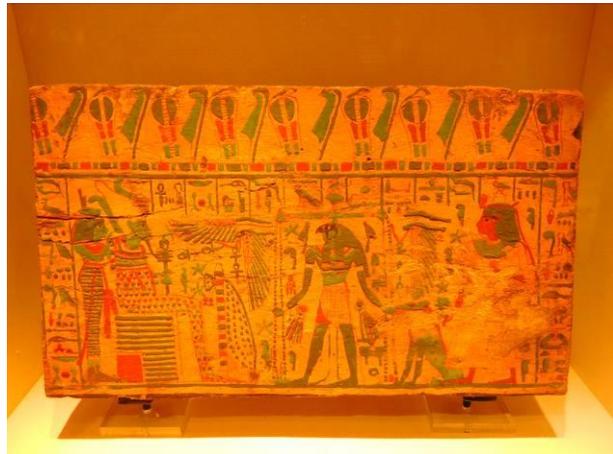


OUT AND ABOUT...

In Southport you may enjoy a walk on the pier, a view of the sea (through binoculars), and the elegance of Lord Street. Earlier this year The Atkinson museum and gallery reopened after quite a refurbishment early this year. When you come out of the railway station head diagonally left, up the street next to Debenhams and you come out at the front of the Atkinson.



There is an interesting local history gallery covering the local archaeology and industries (one or two little surprises here), and a fine display of ancient Egyptian artefacts.



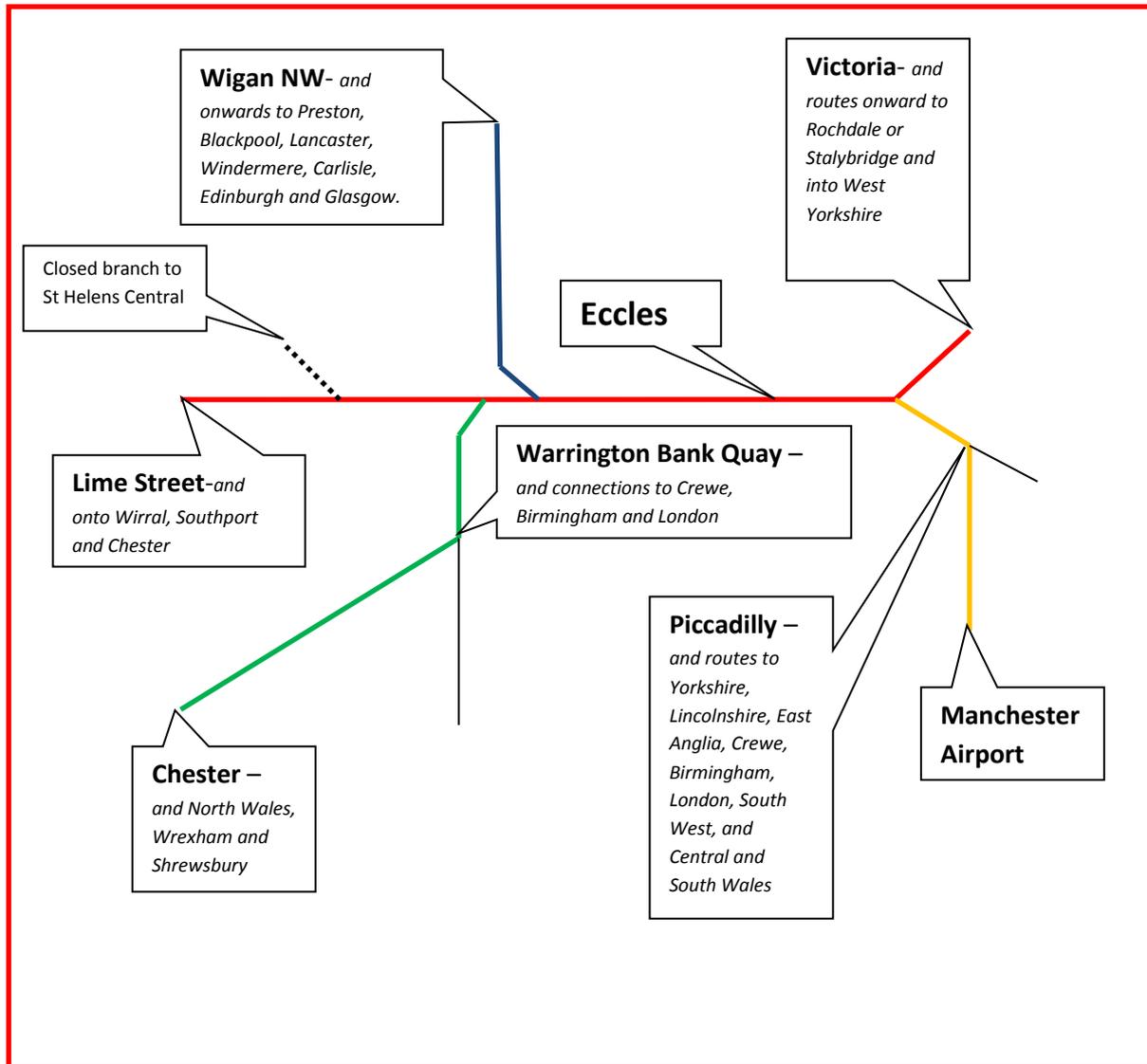
The art gallery has some very good paintings including portraits and the displays aim to turn over about every 9 months. Visiting exhibitions last about 4 months. Take a look.

...By TRAIN from ECCLES STATION.

ARTICLES

Transport for Eccles (XI).

In the last issue we identified the rail routes on which Eccles railway station lies and it is worth reproducing the diagram here before the routes are examined in detail.



The red route is the Liverpool and Manchester Railway (L&M) route between Liverpool Lime Street and Manchester Victoria. It is the most direct route between the two cities and apart from the climb from Lime Street to Edge Hill railway station it is fairly level throughout. Hence this line can provide the

fastest journey times for expresses between the two cities (app 35mins). It is also the line that provides the Monday to Saturday hourly stopping trains each way at Eccles station which take about 60mins. There are two per hour each way at peak hours. The timetable can be viewed at

<http://www.northernrail.org/travel/timetables/download/liverpool-manchester/15/0>

The line is basically two track throughout with an extra two tracks between Lime Street and Edge Hill, and between Roby and Huyton. These provide the only places for expresses to overtake the stopping trains on the line. There is a single passing loop on the Manchester side at Eccles station which allows goods trains to get out of the way of the passenger services. This is quite tight provision!

Station	Journey time mins	connections
Manchester Victoria	13	Many. Ashton and stations to Huddersfield, Stations to Rochdale Bradford and Leeds, York, Darlington, Durham, Newcastle, Bolton and station to Blackpool, stations to Wigan Kirkby and Southport. Trams to Bury, Altrincham, Manchester Piccadilly, Etihad stadium etc.
Eccles	0	
Patricroft	3	
Newton le Willows	14	Change to or from trains for Warrington, Frodsham, Helsby, Chester and stations along the North Wales Coast.
Earlestown	17	
St Helen's Jnc	22	
Lea Green	25	
Rainhill	29	
Whiston	32	
Huyton	36	Huyton can be used to change trains to reach stations to St Helen's Central and Wigan North Western, and also Preston if line through Bolton is closed.
Roby	38	
Broad Green	42	
Wavertree Tec Pk	45	
Edge Hill	48	
Liverpool Lime St	57	Many. Coast line stations to Southport, trains to Liverpool South Parkway (for airport) plus Runcorn, Crewe, and London Midland trains.

These are good timings all being under one hour and therefore potential places for commuting to work. Notice there is some timetable padding going

on with Eccles to Manchester down as 13mins – a journey the train can do in 8mins, and Edge Hill to Lime Street down as 9mins when the distance can be covered in about 4mins. The rush hour trains are given some extra minutes to complete the journey too. It is expected that the next timetable issue in December will see all the journey times reduced if the service can rely on exclusive electric traction.

The stopping trains to Manchester run from 06.10 in the morning to 00.10 at night, and to Liverpool from 05.45 to 23.16 which is good coverage allowing for all but the most antisocial of working hours.

Liverpool and Manchester both offer great employment opportunities, and an abundance of leisure activities with bars restaurants, pubs, theatres, concert halls, cinemas, clubs, museums, galleries for the traveller from Eccles.

Let me describe Eccles as a medium size residential, commercial and industrial town with some leisure and cultural provision, and also many employment opportunities in areas around the town. Now Ecclesians already live here and know that but it gives a base to compare other towns on route:

Patricroft	Residential, industrial, continuous with Eccles
Newton le Willows	A former estate village, residential
Earlestown	Small market town.
St Helen's Jnc	About 1.5 miles to town a big commercial and industrial town centre with moderate leisure and cultural opportunities. And employment opportunities.
Lea Green	Residential
Rainhill	Residential
Whiston	Residential, hospital nearby
Huyton	Residential plus a commercial town centre slightly smaller than Eccles with bus station.
Roby	Residential.
Broad Green	Residential
Wavertree Tec Pk	Employment opportunities in industrial units
Edge Hill	Residential

ESN takes the view that this is likely to remain the key train route for stopping services calling at Eccles Station. There are no overhead wires beyond Manchester Victoria at the moment so this is as far as the 319 units can go.

However there are wires from Ordsall Lane to Manchester Airport!

On Sundays the trains run at 11 minutes past each hour from Eccles to Liverpool from 09.11 to 23.11 not stopping at Patricroft or Edge Hill. Trains from Eccles to Manchester are hourly from 09.02 to 00.02! However they do not run into Victoria but take the yellow route on the diagram calling at Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport. This yellow route is good for the major employment spots of Manchester Oxford Road and Manchester Airport but who works on Sunday only? It serves well for international travel from the airport (just go and return from abroad on a Sunday). It is also excellent for connections almost everywhere south and east of Manchester Piccadilly and provides very good leisure and cultural links on that one day. The journey time to Oxford Road is 10mins and 31mins to the Airport.

In the next article we shall finish the look at the red route and then examine the potential of the green and blue routes.

Some Local History.

There was no 'Worsley' signal box but there was a signal box in Worsley.

If you walk along the mistakenly named 'loop line' from Monton Green towards Roe Green you eventually come to the site of Worsley railway station. This was a delightful little station in the wood opened in 1864. There was a spacious forecourt for a number of carriages to approach the station and circle round to leave. The stone Victorian buildings on the Manchester platform had a substantial canopy and were in the style used for the gate house to Duke's Drive just next to the canal at Monton Green. A footbridge went over the tracks to the down platform which was formed of sleepers. This platform had a lesser building and canopy.

See

<https://www.bing.com/images/search?q=worsley+railway+station&view=detailv2&qvvt=worsley+railway+station&id=D899D637350C14E8F5D13E93373105DB793752D5&selectedIndex=2&ccid=64Zbw>

[%2b50&simid=608020692445889340&thid=OIP.Meb865bc3ee743dbace23ab922e8284ddo0&ajaxhist=0](#)

The adjacent stations were Monton Green in the Manchester direction, Ellenbrook in the Tyldesley direction and Roe Green on the Bolton Plodder Lane Line. In the Railway Clearing House Handbook of Stations 1913 the station traffic facilities were listed as passenger and parcel trains, livestock and horses and carriages by passenger train, with a 1 ton capacity goods crane.

The face of the Manchester platform remains. At the country end of this, in the undergrowth, is the face of a small platform on a short siding for use by horseboxes and livestock.

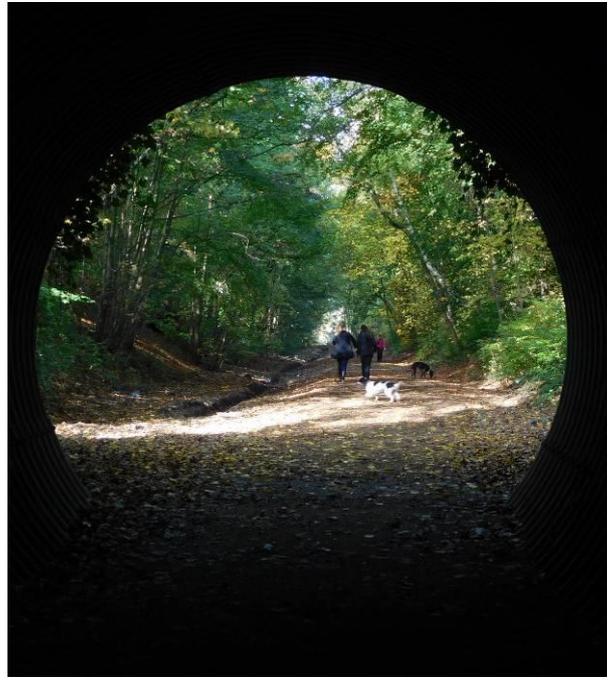


The buildings have been demolished and the spacious setted forecourt is now a muddy mess:



Carry on along the line under the road into a cutting. Greenleach Lane is above you on the right and the excavated spoil makes the cutting side on your left. A public footpath tackles the steep sides of the cutting to cross the line (there

used to be a footbridge). Just beyond here was the signal box cut into the right hand side of the slope. It controlled some sidings and the horsebox spur at Worsley station.



The box was called 'Sanderson Sidings' and just beyond the spot you will notice the left hand slope is coming down to join the level of the line, which it does at a route 55 cycle sign on the left.

See:

<https://www.bing.com/images/search?q=Sanderson%27s+sidings+&view=detailv2&&id=F7BFCFF2567A744AAF1FC3873B22C027DE9E4B5C&selectedIndex=0&ccid=qPxLRGcg&simid=608033624593138578&thid=OIP.Ma8fc4b446720b411bee7847ed8ad8b12o0&ajaxhist=0>

If you continue a little further you see the formation widen to accommodate a head-shunt (and possibly a loop on this?) and there are some old sleepers ploughed up by the drainage work. Does any reader know if the Bridgewater Collieries railway actually crossed the formation at this point to reach the collieries to the north?



Turn back and go right over the little culvert to explore Sanderson's Sidings. The area is quite overgrown and fallen trees would make the cycling rather difficult!



Part way along the sidings earth has been piled up to make a cross path. Just carry on ahead and you come to where the public footpath crosses the old line and used to go in a low tunnel under Sanderson Sidings. There seems to be no sign of the walls of this square tunnel on the path to one of the lodges.

See

http://www.irsociety.co.uk/Archives/49/PP_49.htm



Above and left are images of all that remains of the pedestrian tunnel under Sanderson's Sidings.

All photos in this article are courtesy of JE Rayner.

The tunnel was quite long because there were at least four roads on the sidings. Go right towards the lodge and take the gate on your left to continue along the sidings formation. This path gradually crosses the formation so that at Drywood you descend to the road on the left of the old embankment by Bridgewater School. Notice the carved arms of The Earl of Ellesmere on your right.



Opposite is the thatched lodge. Cross the road.



The railway crossed on a low stone bridge. Look back and you can see the embankment to the bridge. It has been excavated away on the south side of the road to allow construction of new housing on Drywood Avenue but the railway embankment ran onwards to a raised coal staithe or tipper used to fill canal barges.

See:

<https://www.bing.com/images/search?q=worsley+coal+tipper&view=detailv2&&id=AE642A9EC06F265F1953A300BA322CBB385A42E&selectedIndex=0&ccid=zfbBwkCq&simid=608024600868030344&tid=OIP.Mcdf6c1c240aac36d9ba7cd951d5663deo0&ajaxhist=0>

Full waggons were cable shunted onto this for emptying and then cable shunted onto the empty wagon roads for collection. The sidings were served by a daily turn from Patricroft Sheds and also by the Bridgewater Collieries railway route through Roe Green to a few other collieries.

Go right to The Green. Pause as you turn left onto The Green. It appears that a railway line curved down from the sidings, along where there are new houses on the opposite side of the road, and crossed the road on the level. But see: <https://www.bing.com/images/search?q=Worsley+Green+maps&view=detailv2&&id=D899D637350C14E8F5D119EC05D2AB471566F40B&selectedIndex=0&ccid=ut8SjDXo&simid=607992087965076977&tid=OIP.Mbadf128c35e81bd7e4c734bb22899ab1o0&ajaxhist=0> an authoritative OS map but which does not seem to correspond with another map the writer has seen, nor with the observed layout on The Green itself. One of the lines shown would appear to be where the workers cottages are sited. ESN would welcome any local knowledge about this.

The Green was once the Worsley colliery workshops and foundry - the line must have served for wagon repairs (collieries owned their own coal wagons at this time), coal for a boiler, coke for the forge, possible pit prop delivery,

possibly boatyard parts, and repaired fittings to and from other collieries on the local Bridgewater rail routes.

As you go onto the grass you are following the route of this line. Curve towards the fountain. How obvious the layout is depends on weather and grass growth etc but at times of year you can see the layout marked by sleeper indentations in the ground. You will certainly be able to see a capstan used for cable shunting wagons in the works yard.



There is a Y shaped layout coming from Sanderson Sidings and forking towards the boat yard just visible on this image:



Which brings us onto matters of wealth and industry: why Worsley should have had a foundry in the middle, and yet be such an attractive spot.

This article will be continued in next edition.

From Eccles Neighbourhood Team:

Come Along To Our FREE Eccles Network Event

Tuesday 10th November 2015

6pm to 8pm

**The Rainbow Community Centre on Liverpool
Road**

- **Take part in a consultation about the glass bridge regarding future improvements**
- **Find out about the Eccles festive events programme**
- **Keep updated on the future plans for Eccles**
- **Find out what local groups are doing in and around Eccles**
- **Share your personal “Eccles” memories**
- **Meet others over a free cuppa and an Eccles Cake**

Hope to see you there.

Eccles Station News welcomes feedback from readers. Please do not hesitate to send in your own views, photos or snippets of news to the e-mail address below.



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