

ECCLES STATION

NEWS

APRIL 2016

April with its showers sweet... let's hope not after the last six months. With longer days and better weather, it is time think about outdoor places of interest. How about a visit to an unpromising looking South Yorkshire colliery village? See 'OUT and ABOUT ... by Train from Eccles'. See also the related book review.

NEWS

FRECCLES annual presentation meeting is on Wednesday 13th April 2016, 7pm at Eccles Town Hall. In addition to the FRECCLES presentations, the keynote speaker is Dr Paul Salveson, who will be speaking about "A Better Deal for Rail in the North" in his capacity as the Group Adviser: Community Rail for Arriva UK Trains.

Old news for those who follow the railway scene closely, but **Construcciones Auxiliar de Ferrocarriles (CAF)** has won a £490,000,000 order to provide 55 diesel multiple units and 43 electric multiple units for use on the Arriva Rail North (ARN) franchise. The rolling stock will be owned by Eversholt and leased to ARN.

*Would be travellers are reminded that Manchester Victoria and Salford Central stations remain closed from the end of service on Wednesday 23 March 2016 for 11 days, **reopening for the first train on Monday 4 April**. Engineers will be moving existing track on the approach to Manchester Victoria station and arches supporting the railway will be strengthened to enable heavier loads to be carried in future. Other work will involve widening the viaduct and installing a new bridge in the same area.*

*Alternative city centre stations such as **Manchester Piccadilly and Oxford Road will remain open as usual**; bus replacement services will be provided and the Metrolink service will still be operating between Victoria and Piccadilly.*

In July 2015 **Nicola Shaw, Chief Executive of HS1, was asked to provide options for the future shape and financing of Network Rail** in order to support growth and investment. The report, which was published during March, confirms that the rail network should be held as a national asset and a key public service. The Shaw report proposes strengthening the role of Network Rail route managers to increase accountability and efficiency. It also recommends a new northern route, and a new freight route to ensure the rail freight industry can continue to contribute to growth. A good summary can be seen at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/508139/shaw-report-summary-of-recommendations.pdf

*Looking through some old photographs brought back some memories. There is a photo of what the station garden looked like at first, and some of the volunteers who helped to transform it. **We can't do it without volunteers!***







These are silent photographs but there is an Easter Egg as prize for whoever can work out who is doing the most talking.

Photos: JERayner





OUT AND ABOUT...

Take a train from Manchester Piccadilly to Sheffield and change onto a train to Elsecar. Once at Elsecar do not say that, say 'Elska', or you could be thought strange. The station has obviously seen better days: it was a victim of the official vandals. Mind you it has seen worse days too – the landscaping is recent. Outside the station turn right down Hill Street.



This becomes Fitzwilliam Street. On the left you pass Fitzwilliam Lodge, then Milton Hall, and come to the Market Place at a cross roads. The Market Tavern is a good local, selling cask conditioned beers and could be of use on your return.

Go straight across onto Forge Lane. In the large wall on the left is the entrance to Elsecar (sorry, Elska) Heritage Centre, which was the works yard for the colliery. It is remarkably pleasant for such an original purpose: the aristocratic coal owner lived nearby.



There are cafes and craft shops of course. There is a display centre and the colliery railway has been preserved. It is due to be extended towards the canal that it used to link to.



The pit head is still there and behind it is an unusual looking tall building. This houses an early Newcomen engine that drained the pit. Various events take place in the Heritage Centre yard and further details can be found at: <http://www.elsecar-heritage-centre.co.uk/>

Continue along Forge Lane and at the end follow the path straight ahead to King's Wood.

On emerging from the wood take the left hand fork of the path through the fields. This view would grace the Cotswolds. Join the lane and follow this more or less straight ahead to the village of Wentworth where there is a large



Victorian church. Turn left along Main Street through this delightful stone estate village which is now held in trust for the residents. There is a low ceilinged shop, post office, a couple of pubs and a wonderful little tea shop where you can be called 'duck'. On the back lane to the left are the estate office and a windmill base.

Where Main Street bends to the left is a gatehouse and to its right is the home farm. The large building with the clerestory roof and chimney is The Wentworth Brewery: <http://wentworthbrewery.co.uk/> .



This building was once the power station (yes) for the grand house and the accumulators are still in the

basement. Beyond the home farm you can see a garden centre which you might wish to visit.

Continue past the gate house into the park. Notice the buildings that formed dormitories for the teacher training college that once occupied the house and some of the grounds. A little further on your right is a large edifice with a square court yard. This is not the house: it is the stable block. Continue into the park and on your right is Wentworth Woodhouse with its vast Palladian facade: you will need to walk further to take in the full view of it (and even further if you want any sort of photograph!).



Wentworth Woodhouse has 365 rooms (which must be a problem in a Leap Year) and was one of the homes of the Earl Fitzwilliam, the others being in Ireland, in Malton, and a 50 room pied a terre on Grosvenor Square, London. The Earl's wealth was comparable to that of the Egerton family in Worsley, and resulted from a very similar life plan: make sure an ancestor gets an Earldom (at least) along with a large estate, and in the 18th century discover a good seam of coal under the land (in this case the Barnsley Main Seam is directly below you).

This article has been in preparation for far too long for a scoop, and news of Wentworth Woodhouse has started to leak out in the national press following the recent death of Clifford Newbold the architect, who bought the house and private garden with the intention that it be preserved. See:

<http://www.wentworthwoodhouse.co.uk/>

Retrace your route to Elsecar railway station or vary it by using Barrowford Lane and Water Lane.

The route is covered by Ordnance Survey 1:50 000 sheet 111 Sheffield and Doncaster area. Philip's STREET ATLAS South Yorkshire gives good large scale coverage.

For a really well told story about Wentworth Woodhouse and some of its inhabitants see the book review at the end of this edition of ESN.

...By TRAIN from ECCLES STATION.

ARTICLES

Some Local History

Here are a few matters to wrap up the local history relating to Worsley. Writing those articles was an exercise of memory tempered by exploration of archival material to confirm or refute the recollections. Not all the discoveries were timely for the article writing so an important correction is that there was a signal box at Worsley station after all. It can just about be made out on the left of the line between the footbridge and road bridge on this photo:

http://www.disused-stations.org.uk/w/worsley/worsley_old1.jpg

This photo shows the sleeper extensions to both platforms to extend them across the bridge towards Monton. The layout for shunting the sidings at the station is illustrated on the 1905 large scale OS map.

The discovery of the disused stations website is worthy of an article in its own right, and the local history library at Peel Park was a treat to explore. At the library the old large scale (15" to the mile) OS maps in the Godfrey Edition are on sale at £2.50 each. Also see <http://www.alangodfreymaps.co.uk/>

Those who take an interest in Worsley heritage should take a look at the following talk that is to take place at Eccles Town Hall on 6th April:

<https://www.eventbrite.co.uk/e/digging-worsley-new-hall-a-talk-by-archaeologist-dr-mike-nevell-tickets-20763234393> ----See 'Stop Press' section P18 just before Book Review

Transport for Eccles (XV).

The last article explained a simple model to show how an increase in train frequency would make rail travel from Eccles station more attractive. If you worked through any number of examples you will have begun to see that the greatest competitive improvements are made to journeys to Manchester, the rest of the Greater Manchester area and a few miles beyond in any direction. However, journeys to Warrington Bank Quay and stations to Chester and North Wales gain much more of an improvement than the model predicts because the current one-hour service gives a long wait at Newton for onward travel. An extra train 30 minutes later would give a good connection. The same applies for the return journey.

This month's article starts to look at how to justify more day time off peak trains per hour (**depth**) for Eccles station. Here school arithmetic of averages percentages and ratios proves to be valuable for making comparisons.

How well served is Eccles compared to other stations? There are a number of ways to approach this task: the simplest being just to look at sets of similar stations in similar areas. There seems little point comparing Eccles with either Manchester Piccadilly or Achnasheen, and laborious station by station comparisons can be avoided by taking averages of a good number of other stations to compare the Eccles service with. Here we go:

How well served is Eccles compared to other Liverpool and Manchester line stations? Forget Victoria and Lime Street as they are so very different and we get this table:

Line	Station	doptph
L&M	Eccles	1
L&M	Patricroft	1
L&M	Newton le Willows	3
L&M	Earlestown	3
L&M	St Helens Junction	3
L&M	Lea Green	2
L&M	Rainhill	2
L&M	Whiston	2
L&M	Huyton	5
L&M	Roby	4
L&M	Broad Green	4
L&M	Wavertree Tec Pk	3
L&M	Edge Hill	4

The mean **doptph** for this set of stations is 2.85 i.e. considerably more generous than for Eccles. In fact, the Eccles percentage of mean L&M line provision is:

$$1 \times 100/2.85 = 35.1\%$$

From this the possibilities are that the other L&M stations (Patricroft excepted) are getting almost three times the **doptph** they should have, or Eccles is getting only slightly more than one third of what it should have. If Eccles were very different in size from the other places in this set of stations then this would not stand, but notice that Eccles is in fact not very different from most other members of the set.

How well served is Eccles compared to other Greater Manchester stations?

Again let us forget the exceptional stations: Piccadilly, Victoria, Oxford Road, Airport, Salford Crescent, Stockport and Bolton, so that we are nearer to comparing like to like. This is a big table:

Line	Station	doptph
Bolton	Clifton	0
Bolton	Kearsley	1
Bolton	Farnworth	1
Bolton	Moses Gate	1
Blackburn	Hall i'th'wood	1
Blackburn	Bromley Cross	1
Preston	Lostock	2
Preston	Horwich Parkway	2.5
Preston	Blackrod	1
Blt/Wigan	Westhoughton	2
Ctr	Deansgate	5
Wallgate	Swinton	2
Wallgate	Moorside	1

Wallgate	Walkden	2
Wallgate	Atherton	2
Wallgate	Hag Fold	1
Wallgate	Daisy Hill	2
Wallgate	Hindley	4
Wallgate	Ince	1
Wallgate	Wigan Wallgate	5
Southport	Gathurst	1
Southport	Appley Bridge	2
Kirby	Pemberton	1
Kirby	Orrell	1
St Helens	Bryn	2
ChatMoss	Eccles	1
ChatMoss	Patricroft	1
Calder Valley	Moston	1
Calder Valley	Mills Hill	2
Calder Valley	Castleton	2
Calder Valley	Rochdale	4
Calder Valley	Smithy Bridge	2
Calder Valley	Littleborough	2
Huddersfield	Ashton	2
Huddersfield	Stalybridge	4
Huddersfield	Mossley	1
Huddersfield	Greenfield	1
Glossop	Ashburys	3
Glossop	Flowery Field	2
Glossop	Newton for Hyde	2
Glossop	Godley	2
Glossop	Hattersley	2

Glossop	Broadbottom	2
Glossop	Dinting	2
Glossop	Glossop	2
Glossop	Hadfield	2
Marple	Ardwick	0
Marple	Gorton	2
Marple	Fairfield	1
Marple	Guide Bridge	2
Marple	Hyde North	1
Marple	Woodley	2
Marple	Romiley	4
Marple	Marple	2
Marple	Strines	0.5
Marple	Rose Hill	2
Marple	Belle Vue	0.5
Marple	Ryder Brow	1
Marple	Brinnington	2
Marple	Bredbury	2
Buxton	Levenshulme	4
Buxton	Heaton Chapel	4
Buxton	Davenport	2
Buxton	Woodsmoor	2
Buxton	Hazel Grove	2
Buxton	Middlewood	0.5
Crewe	Cheadle Hulme	2
Airport	Mauldeth Road	2
Airport	Burnage	2
Airport	East Didsbury	2
Airport	Gatley	2

Airport	Heald Green	3
Knutsford	Navigation Road	1
Knutsford	Altrincham	1
Knutsford	Hale	1
Irlam	Trafford Park	0.5
Irlam	Humphrey Park	0.5
Irlam	Urmston	2
Irlam	Chassen Road	0.5
Irlam	Flixton	1
Irlam	Irlam	2
Irlam	Glazebrook	0.5
Irlam	Trafford Park	0.5
Irlam	Humphrey Park	0.5
Irlam	Urmston	2

The mean **doptph** for this set of stations is 1.78 which is more generous than for Eccles. In fact, the Eccles percentage of mean TfGM provision is:

$$1 \times 100/1.78 = 56.2\%$$

From this the possibilities are that the other TfGM stations (Patricroft excepted) are getting almost twice the **doptph** they should have, or Eccles is getting slightly more than one half of what it should have. If Eccles were very different in size from the other places in this set of stations then this would not stand, but notice that Eccles is in fact not very different from most other members of the set. You could object to Deansgate and Wigan Wallgate being in the mean, but so are Strines, Middlewood (true literally), Glazebrook, which is by far the largest of these three places, and also Clifton. ESN apologises for any errors: this article was polished up for a journalistic deadline not for an academic journal. However, the process of averaging means that any errors should make very little difference to the final average or the argument.

Perceptive readers will note that the **doptph** for TfGM is quite a bit less than that for the **L&M line** anyway, so this is just over half of a lower level of provision. ESN wonders what the **doptph** mean is for Merseyside or West Yorkshire in comparison to TfGM. There is a bit of homework there for the keen reader!

How well served is Eccles compared to its population?

One of those questions that is far easier to ask than to answer. Getting to the following results was a mammoth task and ESN really does not feel like making it bigger by describing all the problematic details now. The table is of TfGM stations for which population figures could be found and ignoring the very large and exceptionally busy stations. The population figures are from:

Ref: <http://www.lovemytown.co.uk/Populations/TownsTable1.asp>

The results are illuminating!

The fourth column compares the off peak rail service provided to the population of the station area. It is calculated from:

$$\text{Pop/dop} = \text{doptph}/\text{population}$$

By computing the mean of this column we find that 15,569 people should get one-day time off peak train per hour (**doptph**). This can be used to generate the fifth column using the formula below:

$$\text{Service multiplier} = (\text{pop/dop})/15,569$$

A high figure in this last column indicates a low off peak service provision. The resulting figure is what to multiply the current **doptph** by to obtain a fair population provision of service.

STATION	doptph	pop	pop/dop	Sm
Kearsley	1	11,150	11,150	0.72
Farnworth	1	26,939	26939	1.73
Horwich Parkway	2.5	19,492	7796.8	0.50

Blackrod	1	4,548	4548	0.29
Westhoughton	2	24,126	12063	0.77
Swinton	2	25,362	12681	0.81
Walkden	2	21,194	10597	0.68
Atherton	2	70,542	35271	2.27
Hindley	4	24,497	6124.25	0.39
Ince	1	12,243	12243	0.79
Wigan Wallgate	5	103,608	20721.6	1.33
Eccles	1	38,756	38756	2.49
Mills Hill	2	42,972	21486	1.38
Rochdale	4	107,926	26981.5	1.73
Littleborough	2	12,370	6185	0.40
Ashton	2	45,198	22599	1.45
Stalybridge	4	26,492	6623	0.43
Mossley	1	10,772	10772	0.69
Hattersley	2	4,825	2412.5	0.15
Broadbottom	2	1,022	511	0.03
Glossop	2	33,020	16510	1.06
Woodley	2	35,470	17735	1.14
Romiley	4	34,696	8674	0.56
Marple	2	18,241	9120.5	0.59
Hazel Grove	2	19,365	9682.5	0.62
Cheadle Hulme	2	24,362	12181	0.78
Gatley	2	20,997	10498.5	0.67
Altrincham	1	52,419	52419	3.37
Hale	1	16,624	16624	1.07
Urmston	2	41,825	20912.5	1.34
Irlam	2	19,933	9966.5	0.64
Bramhall	1	17,436	17436	1.12

From these results we see that Altrincham, Eccles and Atherton (in that order) get the lowest frequency of day time off peak train compared to their populations. Eccles should have about 2.5 trains per day time off peak hour.

Is this only compared to other TfGM stations?

Well here is a table of places outside the TfGM area, in the north and with places of broadly comparable population. Interestingly the mean **pop/dop** is 15,673 which is very close to the 15,569 of the above data set:

STATION	doptph	pop	pop/dop	Sm
Keighley	4	53,331	13332.75	0.85
Leyland	3	38,805	12935	0.83
Prescott	2	37,911	18955.5	1.21
Chorley	2	36,183	18091.5	1.15
Accrington	3	35,456	11818.667	0.75
Nelson	1	29,463	29463	1.88
Darwen	1	28,115	28115	1.79
Congleton	1	26,178	26178	1.67
Ormskirk	4	24,073	6018.25	0.38
Formby	4	23,329	5832.25	0.37
Newton Le willows	4	22,114	5528.5	0.35
Oswaldtwistle	1	11,803	11803	0.75

The conclusion must be that Eccles is poorly served by off peak trains compared to this set as well! Once again the comparison indicates 2.5 daytime off peak trains per hour for Eccles.

Stop press

By publication date of this issue of Eccles Station News the talk on the dig at the New Hall, Worsley was already booked up.

Please note that this talk is about the archaeological dig that took place between 2011 & 2014 and is NOT about digging the proposed RHS Garden Bridgewater!

Please help spread this message around and you will likely find that there are cancellations freeing up tickets if you want them!

BOOK REVIEW:

'BLACK DIAMONDS – the rise and fall of an English Dynasty.'

by Catherine Bailey. ISBN 9780670915422. £20 Viking (Penguin)

This is not a railway book: it is a social history set in the century from 1850. It tells of the wealth, inequality and relationships that resulted from the age of railways and coal, and the drama is played out a few miles from Sheffield. The action centres on Wentworth Woodhouse, a Palladian mansion that is the largest private house in Europe.

At first sight it appears to be a great tome (451pp) but the pages of light prose fly by because the whole is most ably narrated by the authoress who studied history at Oxford and has worked as a producer of documentary TV programmes. Each short chapter is an illuminative account in its own right covering lives of pit villagers, not just the high and mighty.

The book makes a cracking read and the reviewer is forced to agree with an elderly Wentworth villager who grumbles, "This place should be our Chatsworth, our Blenheim". Work has started recently on a television production of the story.

The book is available via Eccles Library.

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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