

ECCLES STATION

NEWS

DECEMBER 2016

Instead of the traditional winter scene for the last publication of the year, we



have decided to make you all feel a little less cold and remind you of how Eccles Station looks on a warm, sunny day. This is also a reminder of times earlier this year when people were wandering round and getting lost, falling over and generally not looking where they were going whilst ‘playing’ Pokemon Go, because Eccles Station was a “PokeStop.”

NEWS



It's a big thing for Eccles. The footbridge across the motorway was officially reopened by Councillor Lisa Stone at 18.00 on Monday (28th November).



The bridge does look a lot better than was feared, and there are still engraved metal artwork panels to be added. The community artwork panels that local artist Mark Mennell is working on will be ready for installation in the next week or two.



The reopening of the bridge once again makes the railway station and Church Street businesses more accessible for pedestrians from the northern half of the town.



The bridge is well lit by LED lights above and along the inner sides. The openness of the bridge might contribute to people feeling safer when using it: it would not be easy for local malefactors to lurk unobserved on the bridge.



Of course, it will be a lot colder crossing it when an easterly wind is blowing! The pavement surface is very good but at the centre a puddle forms. This has caused much comment:

“...they've managed to keep the historic puddles which were such a feature of the old structure!”

“Many have been searching for a new name to replace Glass Bridge - what about Puddle Bridge.”

“Puddles were the first thing I mentioned to Lisa and the Highways guys that opened it for us on Monday evening. They assured us the puddles would be dealt with.”

Ecclesians cannot call it the Glass Bridge now and it wasn't glass anyway, so Wire Bridge, Mesh Bridge, Steel Bridge, Windy Bridge, Bird-Cage Bridge? It is probably going to be called the Clarendon Bridge which is an attractive local name.



There is a plan to have an 'unveiling' of the bridge panels along with the unveiling of the FRECCLES artwork outside the station. As soon as we have a date we will make sure this is sent out so that readers can join us to celebrate the new bridge, local artwork and investment into this area of Eccles.



The construction of this artwork is progressing as can be seen from the photos above. Suggestions for a name for this were collated and the results are given below:

Stage	Footplate	Sentinel	Totem	Sleeper
1st preference	5	7	4	2
2 nd preference (Transfer Sleeper 2 nd choice)	7	7	4	x
Final (Transfer Totem 2 nd choice)	8	10	x	x

The result was determined using a single transferrable vote; so, everyone's vote (1st or second choice) counted in the final choice. 18 of the 21-person electorate voted. So, we have a **'Station Sentinel'**, with 56% of the vote. Only one person gave it no vote.

*In November 2016, our treasurer, Eoan Edwards, received and paid in a cheque for £152 from **Network Rail**. This was in recompense for damage done to the station garden when the retaining wall on the Liverpool Platform had its ivy stripped away.*

ESN has been notified that **Freccles member Mark Charnley** retired from Network Rail at the end of November following 34 years and 1 month's service. As Mr Charnley's still working wife says "He has triggered his own BR-Exit and is now a retired Railwayman." However, he was seen on Sunday 4th December working on the railway:



The editor wishes Mark an enjoyable and rewarding retirement when he gets around to a plan for it.

Network Rail is continuing to support the prestigious **Landscape Photographer of the Year competition** with the opening of an exhibition of the best entries from 2016 launching at London Waterloo station. The Landscape Photographer of the Year is an annual competition for both amateur and professional photographers and offers a top prize of £10,000. Now in its 10th year, the competition was founded by renowned landscape photographer Charlie Waite and aims to highlight the very best imagery of Britain's beautiful rural and urban scenery.



*The exhibition includes the **2016 winner of the Network Rail 'Lines in the Landscape'** award. Photographed by **Francis Taylor**, the image is a beautifully composed shot of sunshine breaking through clouds over the **Ribbleshead Viaduct in North Yorkshire**.*

The judges have selected over 60 winning images from many thousands of entries. Alongside these winners will be a digital display of all 153 images commended by the judges.

The free exhibition will be nearby on the following dates:

1. Liverpool Lime St: 27 March – 8 April
2. Manchester Piccadilly: 10 April – 22 April
3. Leeds – 24 April – 13 May

Train fares will go up on average by 2.3 per cent next year with effect from 2 January 2017. This is in accordance with government policy which sets the rise to equal the Retail Price Index of inflation (which is usually higher than the Consumer Price Index). People can find the new fares and buy tickets online and at ticket offices from 2 December. Industry spokesmen are keen to point out that

- *97p in every £1 from fares pays to run and improve services*
- *Money from fares supports £50bn-plus Railway Upgrade Plan*
- *More than 5,500 new train carriages will be in service by end of 2020*



Image courtesy of Network Rail.

Newton le Willows is to get a new £18,000,000 station building after planning permission was granted recently by St Helens Council. It will be on the south side of the line and will include:

A new ticket office at the south entrance

Step free access to and between the platforms via a new subway and lifts

New toilet facilities

Bus interchange adjacent to the new ticket office

Dedicated drop-off and pick-up area

Improved passenger waiting facilities

Secure cycle parking

The new facilities are expected to be ready for public use in March 2018.

*The Rail Minister, Paul Maynard MP has just delivered a speech to **The Future of Rail Conference**. Its content is worthy of readers' consideration and the script for this speech can be read on the government website at:*

<https://www.gov.uk/government/speeches/putting-passengers-first>

Salford City Council has produced a Draft Local Plan which is now published for consultation at <http://www.salford.gov.uk/media/389542/161102-draft-local-plan.pdf>

It is a hefty document to look at and you have until 6th January 2017 to make any comments on it (Email: plans.consultation@salford.gov.uk). Freccles will make a submission on the transport part (section 13). Individuals should also contribute their thoughts.

ARTICLES

Mixed Traffic: mixed blessing (II).

To remind the reader we consider two points on a single track of railway. A fast train can cover the distance between the two points at line speed in say 5 minutes; a semi fast train moves occupies the section for 10 minutes before another train can be allowed on it, and the stopping train takes 20 minutes. Remember that some paths in the hour must be kept free for timetable recovery and occasional special trains to pass through. It is also useful to establish an hourly pattern of services that repeats during the day (the so-called “clock face” timetable). It is easier for regular travellers to remember the train times and encourages more travel.

So, on the hour (00) one fast train, then one semi fast train at 05 then one slow train at 15 minutes past the hour and the line becomes clear at 35 past the hour. Say two paths for recovery time and another train can be inserted at 45 past the hour. It can't be a slow train because there is not enough hour left. It could be a semi fast train leaving one clear path after it and a nice half hourly semi fast service or it could be an express leaving (giving a not quite half hourly fast service) with two free paths after it. This pattern leaves four or five free paths in the hour for recovery, but cannot give a half-hourly stopping service. Throw in a special train with different speed and acceleration and the hour is packed. A second stopping train (instead of a second fast or semi fast would leave only one free path per hour (insufficient for a robust timetable).

So now the reader understands basic train timetabling. The trains in the hypothetical exercise are well behaved ones. In reality the railways operate with all sorts of types and ages of rolling stock so the timetable needs data for each of these that have to be fitted in and may give up on achieving a “clock face” timetable.

The timetabler’s problems then feed into the planning of works for signalling engineers and the permanent way engineers.

Castlefield Curve or Ordsall Chord.

It’s on its way, so ESN has decided to cover this with a photo based article.



*Thank you to **Network Rail** for the graphic of the Ordsall curve. Unless credited otherwise photos in this edition are courtesy of **J E Rayner**.*

The Ordsall Chord will link Manchester Victoria and Manchester Piccadilly providing direct links to Manchester Airport from Rochdale and the Calder Valley towns in Yorkshire, also Huddersfield. The work is taking place at Ordsall Lane, the Manchester Inner ring road, Water Street and on the South Junction Line to Deansgate.



The poster on display at Eccles and elsewhere has ambiguous phrasing. Some people are taking this to mean rail closure and replacement bus between Eccles and Manchester on weekends only throughout the period. That is not so. The weekend closures are weekends from Saturday 29 October until Sunday 11 December 2016. There is then a prolonged blockade including weekdays between early Sunday 18 December 2016 until the last service on Monday 2 January 2017. Oxford Road and Deansgate stations will also be affected and will be closed on 27 and 31 December as well as 1 and 2 January. All stations will be closed to train services on Christmas Day and Boxing Day as usual.

During these closures trains from Liverpool are terminating at Eccles then using the crossover to the Liverpool line to return to Eccles. Below are some ESN pictures of one of the trains using Eccles as a terminus, and the replacement bus linking to Manchester Victoria.



At the Manchester and Salford boundary the scale of the project becomes apparent. A track depot has been prepared adjacent to the retail units at Ordsall Lane. Track is being assembled ready for putting onto the new bridge structures.



At the junction of Liverpool Road and Water Street the supports for a concrete viaduct are being created. Liverpool Road Station is on the right (below.)





Here are the new supports for the electrified overhead wires on the South Junction line.



Here you can see the work on the South Junction line viewed from the Hume side.



A steel viaduct span is being constructed ready to insert into the viaduct over the Irwell.





There is a sprawling work site between the South Junction line and the River Irwell.



Next are a few images of the work at the Inner Ring Road, including one of the start of installing the bow span that will cross the Irwell River from Salford to Manchester.





Christmas Time.



The Christmas Markets are on in Manchester so it's worth getting on the train for a browse around. The markets are dotted around the city centre so one can

have a good varied stroll around Piccadilly, Albert Square, Exchange Square, St Anne's Square, Lincoln Square and Spinningfields.



Eccles needs to try hard to avoid being eclipsed by Manchester. ESN wonders if Eccles will ever become an in place to visit by rail? Some nice things do happen. The Makers' Market seems to be thriving and ECHO premises are being used to bring a bit of life back into the town:




CHRISTMAS SPECTACULAR
ECCLES BOROUGH BAND

With Musical Director Mareika Gray

Saturday
December 3rd
2016

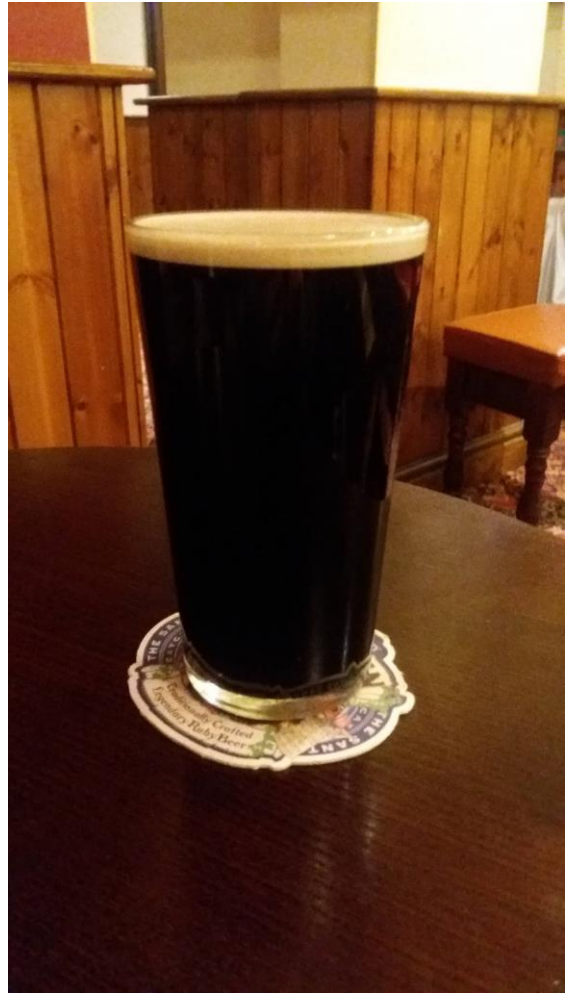
Eccles Town Hall, Church Street, M30 0LH
Free Admission (Donations Welcome)

Afternoon Matinee 2:30pm (Doors open 2pm)
Evening Performance 7:30pm (Doors open 7pm)



www.ecclesboroughband.org









Remembrance Sunday
Eccles
2016







New Year, New Format?

Eccles Station News has been running since September 2010 with a superb editorial and distribution team: many thanks and may lots of money shower upon them.

There comes a time for change to match changing circumstances. What is the purpose of a station newsletter? Perhaps there is too much general news in Eccles Station News and insufficient news about our own station and own people? More pictures or fewer? Can the editor keep up a punishing monthly publication? Probably not as you start on the next as soon as you finish one! Should a replacement be seasonal or bi monthly? What information and news appeals to our would- be readers? What can Freccles members contribute? Something more personal? How can we promote station usage?

One question that is easy to answer is that a station newsletter should be a thing of quality: but quality can flag, or be stimulated by well planned change.

These and lots of other questions shall be pondered over the festive season (have a good one everybody!) and we shall see what February brings.

BOOK REVIEW:

'LOST VICTORIAN BRITAIN- how the twentieth century destroyed the nineteenth century's architectural masterpieces'

by Gavin Stamp. ISBN 9781845135324 Aurum Press Ltd
£25.00 Available at Eccles Library.

'Grand, monumental, ornate, impressive, austere, gothic, classical, decorated, amazing, big, radical, solid....' The list of adjectives for Victorian architecture goes on and on, but two words definitely not on that list are 'bland' and 'boring'.

The expansionary century brought new challenges galore for architects with the appearance of railways, public institutions, great factories, civic facilities, catholic assertiveness, ever wealthier private clients etc. Its architects' responses were innovative, and varied. Constant experimentation produced a great variety of styles that continued to flourish alongside each other. The twentieth century thus inherited a vast artistic legacy **and it was built to last.**

The Second World War saw destruction by aerial bombing, unsympathetic treatment of requisitioned buildings and then there followed neglect and arson. However, from the mid-1950s onwards this grand heritage was subject to deliberate, systematic destruction. In a paroxysm of 'anti-art', the replacements were dreadful ring roads or buildings hugely inferior in artistry and construction. Architects' imaginations seemed reduced to placing

matchbox shapes in various orientations to each other. The ideas of context and use of sympathetic materials were forgotten as brutalism emerged. One can only be staggered that such malfeasance is not actually illegal!

Perhaps this book will help Britain to be a better steward of its heritage. Even before getting to Chapter One the reader is driven to expostulations of **“THEY DEMOLISHED THAT?”** The chapter on railways could make one weep. The premeditated ‘murder’ and disposal of Euston station, arguably Britain’s finest railway age monument, took place in the 1960s despite a skilful renovation in 1952!

The book is a well written, intelligently organised catalogue of some of the greatest, saddest national losses. The historical analysis is simple and accurate. Its large format and high picture to page ratio are also very pleasing.

The book is available at Eccles Library.

Stop press

<https://www.northernrailway.co.uk/news/improvements/953-engineering-work-affecting-services-to-and-from-manchester-this-christmas>

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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