

ECCLES STATION

NEWS

OCTOBER 2016

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Network Rail announced that Jeremy Vincent joined the company as the chief information officer (CIO). He has extensive experience working across the FMCG, technology, entertainment and automotive industries having held key senior roles at Allied Domecq Plc, EMI Music Plc and Jaguar Land Rover as CIO. Jeremy succeeds Susan Cooklin who earlier in the year moved from the role of CIO to that of route services director. Jeremy has joined the Route Services senior management team and will lead the delivery of customer focused technology.



Jeremy Vincent. Photo courtesy of Network Rail.

Work begins this month to electrify the railway between Preston and Blackpool to enable electric trains to operate on this line of route. There will be changes to early morning and late evening services between Preston and Blackpool, from 3 October 2016. These changes will be in place until May 2018. In the

mornings bus replacement services will be in operation until the 05.39 train from Blackpool (Tuesday – Friday). In the evenings bus replacement services will be in operation after the 22.45 train from Blackpool and the 22.19 train service from Preston (Monday – Thursday).



Although the platform for the Manchester trains has received some attention to improve its drainage during wet weather there is still a problem caused by the uneven surface of the platform. One of the resulting puddles builds up in one of the doorways of the further shelter, and even begins to make its way inside.



Photos courtesy of J E Rayner



The editor of ESN is not at all please that passengers should be faced with this still, after so many years.

Perhaps the above is no surprise when looking at expenditure on transport projects. Over the past five years apparently £2,731 per head has been spent around London, whereas the South West as received £19 in the same period! This discrepancy ought to be incredible, but unfortunately the figures are all too believable. This is also shown by the spending on cycling facilities which is £10.53 each year per Londoner and £1.31 per head for the rest of the country.

In ESN's opinion this is evidence of a serious defect in our governing system. It should be remedied as soon as possible.

China has just completed the longest cross sea bridge in the world. Its 34-mile length spans the Pearl River estuary between Macau and Hong Kong (airport). This news drew ESN's attention to a much more railway oriented item. Apparently the longest bridge in the world is a viaduct on the Beijing to Shanghai railway. It is a 104-mile-long viaduct known as the Danyang-Kunshan Grand Bridge. See

https://en.wikipedia.org/wiki/Danyang%E2%80%93Kunshan_Grand_Bridge

Signalling on the railway is a safety crucial asset and it is expensive. Take a look at our picture and imagine the cost of these cables, the like of which run alongside about 12,000 miles of rail route.



As reported in the last ESN, FRECCLES was shortlisted for an award and at an awards ceremony in Southport on 29th September, FRECCLES was awarded a GOLD certificate of excellence by the Association of Community Rail Partnerships (ACoRP) in the Community Rail Awards 2016.

The award category of 'It's your station' is aimed at *rewarding the hard-working people who maintain station gardens/floral displays and the station environment on a voluntary basis across the network.*

Judging Criteria: station gardens and environments that enhance the passenger experience and involve the local community.

A copy of the certificate is shown below. The original is safely in the hands of Steve Hopkins, Chair of FRECCLES and a further copy is on display at the station.



Carolyn Watson, Interim Community & Sustainability Director of Northern, in her message to all the shortlisted nominees said
“To be shortlisted for the awards is a real achievement in its own right.... It’s a real credit to everyone’s hard work and dedication for the strength of the shortlistings across so many different categories.”

The Station forecourt artwork is currently being assembled and should be installed sometime in November. FRECCLES is planning to co-ordinate its unveiling with the footbridge re-opening. Since this will be a substantial structure (About 2m x 1.2,) made of steel and reclaimed wooden railway sleepers. As it will be a notable Eccles feature, the members feel the need to be able to refer to it with a decent name. FRECCLES has in mind to add a small stainless steel plaque at the base, identifying the artist, identifying it as a FRECCLES commission and crediting the funders. The chosen name would appear on this plaque in places of the **XXXX**.

STATION **XXXX**

Created by Mark Mennell

For Friends of Eccles Station (FRECCLES)

with support from Eccles Community Committee and ACoRP

Here is a non-exhaustive list:

Monolith (generally stone)

Monument

Obelisk (generally stone)

Post

Sentinel

Stela

Stele

Tablet

Totem

Tower



**Perhaps readers would like to e mail
FRECCLES with their own suggestions
or their favourite from this list (but
not "Arty McArtface" please)**

The glazing has now been removed from the foot bridge over the motorway and at the time of writing (after the time of photographing,) three sections of the steel mesh of the 'roof' have been installed with operatives on site ready to do more work overnight. Motorway lane closures will be in place from time-to-time as work progresses.



For a long while there was a single bicycle in the secure bicycle park at the station. A second one arrived and soon they started to breed. There are now four bicycles regularly using the facility. Presumably in six to eight months there will be eight!



The engineering brick section of the entry wall above the Liverpool platform is slowly leaning further into the slope down to the platform. This can be seen on this recently-taken photo. Also obvious is that this problem has needed attention previously.



ARTICLES

A Famous Visitor



Eccles station had a visit from the famous steam locomotive Flying Scotsman on Wednesday September 28th 2016. The locomotive was on its way from Bridgnorth on the Severn Valley Railway to The East Lancashire Railway at Bury. The route on Network Rail metals was from Kidderminster via Birmingham area, through Crewe, Newton le Willows (Patricroft & Eccles) and Manchester Victoria to Castleton (Rochdale) where it turned before heading through Heywood on the ELR.



Flying Scotsman arrived at Eccles via Patricroft (photo: Tony Oldfield) at about 12.30 and spent 20 minutes on the goods loop while other trains overtook towards Manchester. With the loco was one crew-support carriage. Of course the loco (in its British Railways guise as 60103) was clean and shiny and looked rather impressive with its German style smoke deflectors fitted. Apart from occasional little shrieks from the London and North Eastern whistle it arrived almost silently. The loco was awaited by quite a number of enthusiastic visitors to the station.





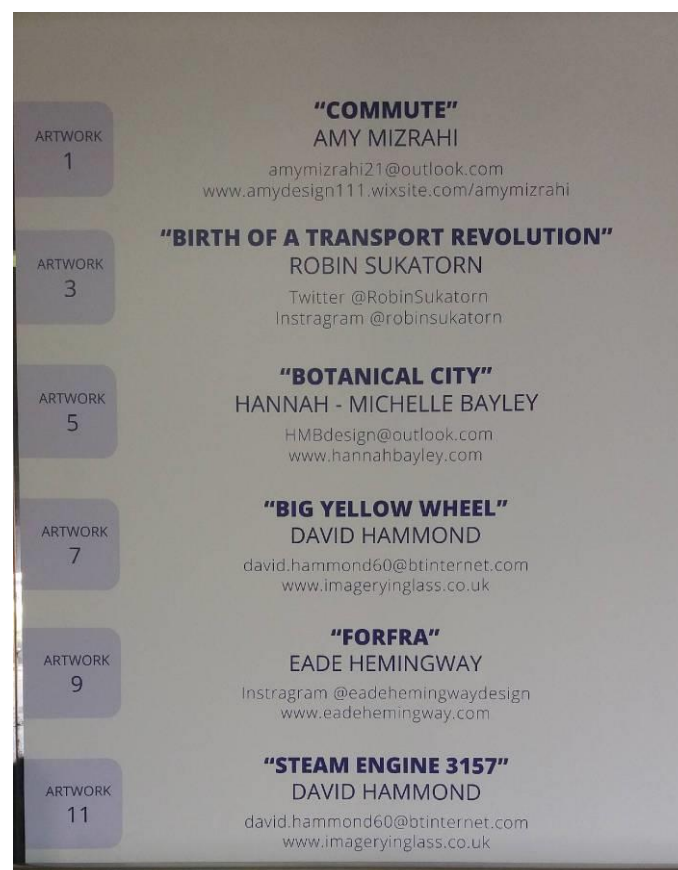
Another notable visitor passing through Eccles on Saturday 1st October was class 40 Diesel “345” en-route to Stratford upon Avon, bearing one of our junior correspondents, Mark Charnley, amongst the passengers (photo: Tony Oldfield)

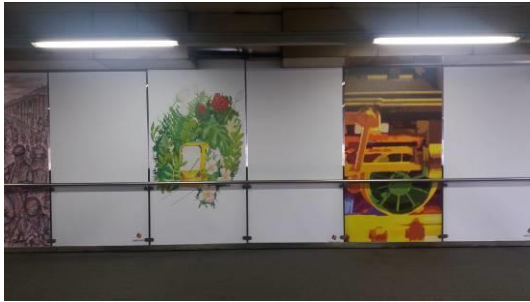
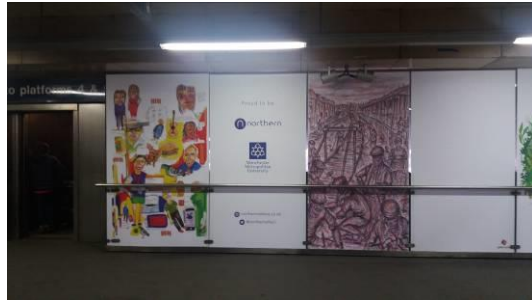


Art Works at Manchester Victoria.

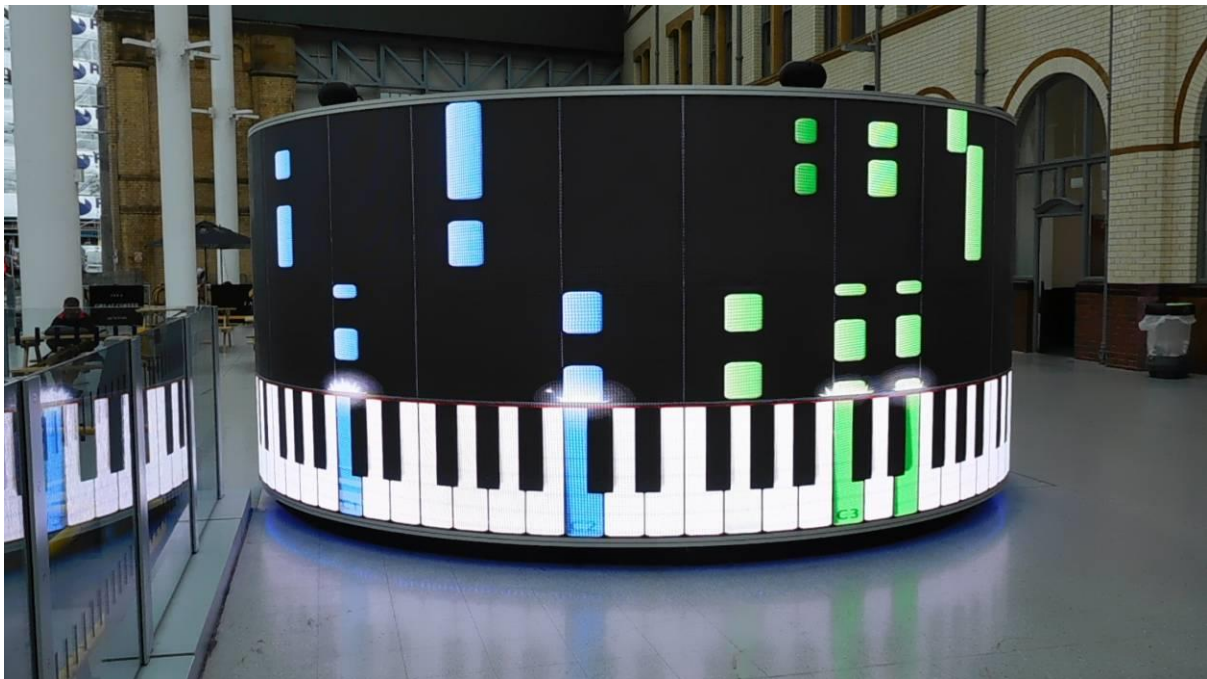
Gradually, railway stations are beginning to cast off the tatty and functional appearances of the last quarter of the 20th century and are beginning to regain the sense of being important places not just for travel but culturally, also. Great architecture well cared for is a great part of this but it is helped by the appearance of lesser artworks on stations small and large.

Manchester Victoria is getting its fair share of these recently. For example, there are regular small displays of photos and paintings in one of the rooms on the concourse, and the welcome fun addition of the piano. Recently panels have been created by students of Manchester Metropolitan University and installed on the footbridge. These are illustrated below:





But what is this on the concourse?



It is a bright electronic advertising display! But when the ads are not showing it plays piano/ electric piano music for travellers' entertainment. At the bottom

is a representation of a keyboard and rather like with a pianola's paper roll, the length of the coloured blocks descending gives the duration of the note. The blue blocks represent bass notes.



There is a door into the cylinder and every now and again a man appears to change the adverts of the tunes that are being played.



It certainly catches the attention of most people passing through the concourse. Quite a few stop and watch and enjoy the music anyway, probably more than for the adverts!

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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