

MID CHESHIRE RAIL REPORT

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ON-LINE EDITION

The Newsletter of the Mid-Cheshire Rail Users Association, the Voice for Users of the Manchester-Stockport-Altrincham-Knutsford-Northwich-Chester and Crewe-Winsford-Hartford-Liverpool Lines.

Visit our website at www.mcrua.org.uk.

From the Secretary's Desk by Arthur Sancto.

ANNUAL GENERAL MEETING

Notice is hereby given that the 2007 Annual General Meeting of the Mid-Cheshire Rail Users Association will be held in the Tatton Room of Knutsford Civic Centre on Thursday 26th July 2007, commencing at 7.45pm. Members are reminded that under the new constitution formal nominations for committee positions need to be with the Secretary one week before the AGM.

Arthur Sancto,
Hon. Secretary

The above is the formal notice of our AGM to members. As is usual this will be a meeting open to the general public, (who will of course not be allowed to vote). Suitable trains in connection with this are the 19.04 arrival from the Manchester direction and the 19.37 arrival from Chester. The Civic Centre is about 50 yards from the station in the town direction and on the same side of the road. The meeting is expected to last about an hour and a half and suitable return trains run at 21.40 to Manchester and 22.04 to Chester. It is intended to serve tea/coffee at some point in the meeting to allow a break and a chance to meet other members. The Knutsford Civic Centre is being used again, not because MCRUA wants to be totally Knutsford centred, but because it is suitable venue and convenient to the station. The committee is investigating another possibility for the future, but it is not available on this occasion.

....AND AFTER THE FORMAL BUSINESS MARK WILLCOX, the COMMUNITY RAIL OFFICER is to be the speaker

Mark Willcox the newly appointed Mid-Cheshire Community Rail Officer has agreed to address the meeting after the formal business is over. Mark has replaced John Kitchen, who as you will know has left to become the rail officer for Cumbria. Mark has previous railway experience and I am sure will have much to be able to tell us.

NETWORK RAIL ROUTE UTILISATION STRATEGY

The Route Utilisation Strategy for the North West was published by Network Rail on 1st May. I attended the presentation at Wigan on the 3rd on MCRUA's behalf. It was a relief that many of our comments made in January in response to the draft RUS, were included. In particular the RUS as issued has accepted that:

- Numbers of passengers are higher than would be expected from the ticket sales.
- Passenger numbers are rising rapidly over the North West area generally, so the RUS raised the projected increase over the 10 years to 2017/8 to 44%.
- The hourly service on the mid-Cheshire line should continue to stop at all stations and not have every other train skip-stop the less used stations.
- Trains will continue into Manchester Piccadilly and not terminate at Stockport as proposed. In this context the proposal to run mid-Cheshire trains into Manchester Victoria is not being pursued.

Other options examined but did not show adequate cost benefit were:

- The additional Altrincham – Northwich train service. (Nevertheless, MCRUA believes the modest shortfall in projected passenger numbers required for this proposal does make it worthwhile pursuing in the future).
- Line improvements between Stockport and Northenden, which would have marginally improved service reliability.

I think that MCRUA can be pleased that when signalling equipment becomes due for replacement improvements will be made at Greenbank to make turnbacks to Manchester easier and at Northwich to allow passenger services to Crewe. It is to be hoped that the promised improvements are implemented.

The RUS has been issued for formal acceptance by the Department for Transport. It may have to be revisited over its 10-year lifetime. In particular it should be noted:

- The impact of the introduction of the West Coast Main Line December 2008 timetable with its increased frequency of trains is not quantified by the RUS.
- No allowance has been made for the effects of changes in infrastructure and service levels should Manchester be successful in its bid to the Government for Transport Innovation Fund monies.

I think MCRUA can therefore be moderately satisfied with the outcome of the RUS for the mid-Cheshire line. My overall conclusion from reading the report and attending the Wigan meeting is that in response to increasing train use it is accepted that some investment needs to be made to match this increase and in this respect the outlook is brighter than it has been for a long time. Nevertheless, we will need to be vigilant that unacceptable changes are not made in response to other pressures, in particular the consequences of the new West Coast Main Line Timetable in December 2008 which is still a big unknown.

THE NEW CONSTITUTION

The Extraordinary General Meeting on 17th May last, approved the new constitution without dissent after a lively debate and subject to changes to two of the rules as proposed. The new constitution is now shown on the 'Membership' page of the MCRUA website, www.mcrua.org.uk. **May I stress that those members who do not have access to the internet and who wish to receive a copy of the new constitution, please do not hesitate to write or 'phone me.** I will send you one.

Following the formal part of the meeting, Mark Barker and Jamie Ross of Northern spoke about the immediate plans that Northern have. This included the news of the receipt of 'new' (that is new to this area) class 156 trains for services in the Merseyside area. These are not new to the railway but they will enable some of the trains on the Liverpool-Earlestown-Manchester and Liverpool-St Helens-Wigan lines to be

replaced with longer trains and in turn allow these trains to be ‘cascaded’ on to other services. The result is that many of our class 142 four wheelers will be replaced over the next few weeks. This will relieve some of the overcrowding because the replacement trains have more seats. Northern is trying to dispense with the class 142 *Pacers* altogether by 2011. There was a real problem of revenue protection and Northern was about to install automatic ticket gates at Manchester Oxford Road, Leeds and Blackpool North stations with Manchester Piccadilly, Manchester Victoria, Bolton and Liverpool Lime Street to follow. Mark Barker said that Northern was conscious of the lack of marketing and this would be improved with a local focus. Sales of the Duo tickets had gone up by 300% and leaflets had now been produced for the Cheshire and Mills & Markets Day Ranger tickets. There would be promotion of Cheap Day Return fares.

CHAIRMAN’S COMMENTS by John Oates

It only seems like a few weeks since I wrote my last comments, but it’s actually almost 3 months and lots has happened. We now have our **new Community Rail Officer** who started in late May. It’s been hard work keeping up the momentum that John Kitchen set going. Now Mark Willcox has joined as Community Rail Officer, he will take this forward in his own way. Mark comes with a strong railway background having worked more recently for both First North Western and then Wales & Borders. He lives in Northwich so is very much a local and is employed three days a week in this rôle. We look forward to working closely with him over the coming months.

Since the production of our **new membership leaflet**, together with the railtour discount given to members, we’ve seen a significant rise in membership which now stands at well over 600, our highest ever. Thank you to those of you who are distributing this leaflet for us. If you’d like further copies, please let me know (contact details on the back). We’ve also had four of you **volunteer** to help us following the request in the last newsletter. We’re looking forward to working with you on initiatives ranging from helping at stations and circulating publicity to carrying out passenger counts on trains. If anyone else would like to join in, please contact Arthur Sancto, David Miller or me.

“The Heart of Wales” Railtour on 12 May ran just about full. What should have been an excellent day out was marred by an administrative error by Network Rail. The train was held at Chester for two hours on the way out whilst EWS (the loco and traincrew provider) had to source two different locomotives to take us over the Heart of Wales Line. It turned out that this was because even though the locomotive we originally had, a class 67, is not normally allowed over the Heart of Wales Line, they are if dispensation has been received from the infrastructure engineers. We later found out that Network Rail planners had received this dispensation, but had omitted to tell their own Control. Thus on the Saturday morning and with no dispensation in Control, Control would not allow the train over the line without the engines being substituted for 2 x class 37 locomotives; EWS managed to source these at virtually no notice from Warrington and from Bury. This administrative error was extremely frustrating, not only for all our 600 or so customers, but also for us as organisers, since we were sure the formal processes had been carried out. Eventually the permission came through by the time we got to Gobowen with the replacement engines, but by then it was too late. The net effect of all this was that the stop at Llandrindod Wells was very brief and we missed the formal welcoming party, and what should have been an almost 4 hour stop in Cardiff ended up being just over an hour. All very frustrating. Fortunately, at least, we had reasonably good weather and did transit the Heart of Wales Line, rather than being forced to miss this out as was mooted around 9am. We are extremely sorry for this disruption and the way it spoilt the day for our passengers. This is the first serious disruption we have had since May 2002, ten railtours ago, when there was also around a two hour late arrival, that time into Minehead. Network Rail have formally apologised to us and asked us to pass their apologies on. We are currently negotiating with them through our train provider, Riviera Trains, as to

the level of compensation, and expect to be back in touch with passengers shortly. Again, apologies to all our passengers.

At the time of writing, we are expecting to run another **Super Sprinter class 156 railtour in October**. Details are not yet agreed, but hopefully will be within the next couple of weeks.

The **North West Rail Utilisation Strategy (RUS)** was published on 1 May. Arthur is providing a summary of this elsewhere. Briefly, though, for our line the options for a poorer service have thankfully been dropped, so at least we've kept what we've got. Many of you will have seen much discussion about this in the press in both Knutsford and Northwich. This exposure of the railway in the press by day-to-day users is excellent publicity and makes it much harder for the politicians and civil servants to reduce our service by stealth. In fact, the discussion is now turning to how the service can be improved. Many thanks to all those who wrote to the papers and contributed to the online discussions. All excellent profile for the line and all contributing to further increasing usage, which itself we can then use to justify improved services. We are now turning our attentions to which improvements we want to put extra emphasis on. More next time on this.

It looks as though there is going to be some strengthening of the trains on the line during the **July/August Altrincham Line Metrolink closure** (details below). Meanwhile, **train service running performance** is currently at its best since we started monitoring it in 1998. (Always a dangerous thing to say, never mind to put in print!!) For the 4 weeks to the end of March the Public Performance Measure (PPM) for our line was over 91%; that's over 91% of trains ran, arrived within 5 minutes of expected time and called at all the stations they should have done. The first 4 weeks of April was just under 89%, and the next 4 weeks just over 90%. Well done Northern and Network Rail. Fingers crossed that we don't have the heat-related overheating problems with the class 142 Pacers and the track expansion problems on the Northenden single-line section that we experienced last summer. The **replacement bus running performance** has also been good, though not without its hiccups. There has been a particular problem getting the posters up at the unstaffed stations on the Manchester end of the line, a problem that we are assured is now sorted. Thus, it's been a busy time. If you have any questions on any of this or things to do with the line, please contact, me, our Secretary, Arthur, or any other committee members, or email enquiries@mcrua.org.uk We're always pleased to hear from you.

John Oates
3 June 2007

NEW TIMETABLE AND SATURDAY ENGINEERING WORK AT STOCKPORT

A new timetable for the line began on Sunday 20th May and runs through to Saturday 8TH December. On Saturdays until 30th June (inclusive) trains only operate between Chester and Altrincham with a connecting bus service from Altrincham to Stockport. Rail tickets are valid for travel on Metrolink services between Altrincham and Manchester (Piccadilly and Victoria) on Saturdays (as well as on Sundays). Engineering work at Stockport entails the recommissioning of a number of crossovers at the north end of the station and the creation of a turnback facility for trains from the north in platform 1. The recommissioning of the crossover between the up fast and the up slow line just north of the station will enable platform 1 to be used as a loop to overtake failed trains in platform 2, a welcome enhancement. The new pocket timetable for the line (which is enclosed) also includes the autumn leaf fall timetable with earlier departures from Chester (except in the evening). Three Sunday trains were retimed as from 20th May. The National Rail Timetable book, the last to appear in printed form, is on sale for £12 from WH Smith at Manchester Piccadilly station.

MCRUA's AUTUMN SPECIAL TRAIN

As John Oates has mentioned in his Chairman's report, MCRUA is still in discussions with Northern about an autumn Sunday special train using two class 156 "SuperSprinter" units. Possible destinations are Grosmont (for the highly scenic, steam-operated North Yorkshire Moors Railway) and Whitby, Harrogate, Knaresborough and York or Hull, Bridlington and Scarborough. As soon as details have been finalised we will circulate a booking form to members and to those on our wider mailing list.

GOOD NEWS ON ARRANGEMENTS DURING THE METROLINK BLOCKADES

MCRUA is pleased to inform members that a total of six peak hour services on the line will be strengthened to four coaches during the closure of the Metrolink Altrincham line from 2nd July to 25th August. The trains are:

06.54 Chester to Manchester Piccadilly
07.30 Chester to Manchester Piccadilly
08.05 Chester to Manchester Piccadilly

16.51 Manchester Piccadilly to Chester
17.24 Manchester Piccadilly to Chester
17.53 Manchester Piccadilly to Chester

Selected Saturday trains will also be strengthened.

From 2nd July to 25 August the following ticketing arrangements will apply on the Mid-Cheshire line:

1. Metrolink passengers with any Zone G (Timperley/Navigation Road/Altrincham) to City ticket will be able to use the Northern train services from Altrincham, Navigation Road and Hale to Manchester and return.
2. Passengers with Metrolink tickets can travel to Piccadilly, Oxford Road and Deansgate (Manchester Central Zone) and to Victoria by tram from Piccadilly.

There will unfortunately be no rail service from Altrincham to Manchester via Stockport on Sundays. Passengers must use the Metrolink replacement bus services. Rail tickets will not be valid on the Metrolink replacement bus services except on Sundays. Information will be posted at all rail stations from Navigation Road to Mouldsworth and also at Piccadilly and Stockport and information will also be handed out on trains by Northern Rail staff. MCRUA is very grateful to Roy Chapman of GMPTE for the negotiation of these arrangements, which we will be helping to publicise as widely as possible.

NEWS FROM THE FRIENDS OF ALTRINCHAM INTERCHANGE

The Friends are lobbying for pigeon netting to be provided under the new canopy on platform 1 at Altrincham station. Floors are being renewed in the platform 1 building and it is possible that Shopmobility may be moving into the building. Peter Noble of the Friends successfully got the landmark clock on Stamford New Road restarted following a period of the clock only showing the correct time twice a day! The Friends hope to be able to clear litter from the tracks in platforms 1 and 2 during the Metrolink shutdown. They will be seeking an early meeting with Stagecoach once they have taken over Metrolink.

NEWS FROM THE LINE

The week commencing Monday 4th June saw one of Network Rail's infamous "chainsaw massacres" during the night on the section of line just south of Navigation Road station. Local residents had been informed by letter that "vegetation clearance" would take place but they were shocked when daylight revealed that most of the trees adjacent to the line had been completely felled. There had apparently been complaints from residents about the roots of the trees undermining footpaths and fences but other residents liked having the trees as a barrier between them and the line. No actual consultation was carried out by Network Rail. The end result should help adhesion during the leaf fall season but you can't help thinking that Network Rail could handle such issues better from a public relations point of view.

NEWS FROM HARTFORD AND WINSFORD

At the time of writing the new franchise operator for the West Midlands franchise had yet to be announced. We understand that it is now proposed to divert alternate Liverpool-Birmingham services to run via Stoke to serve Stone station, which currently has no train service. The planned London Euston-Crewe semi-fast service will now run via the main line between Stafford and Crewe.

TRAIN RUNNING INFORMATION ON YOUR MOBILE PHONE

Users of mobiles can get live train running information texted to their phone. For example, if going from Mobberley (three letter code - MOB) to Northwich (NWI), if you text "Mobberley to Northwich" or "MOB to NWI" to 484950, you'll get a response of something like:

dep [MOB@0954](#) to NWI

0959 Chester OK

1059 Chester *no report*

For those with WAP-enabled mobiles, the service using [kizoom.co.uk](#) gives similar information, though in a more readable format.

FREIGHT NEWS

Firstly a correction. The final traffic from **Albion Chemicals at Sandbach** was hydrochloric acid to Dalry (Scotland) and not nitric acid to Sellafield. There was a problem with the **Brunner Mond** wagons used on the Tunstead-Northwich limestone hopper workings in late April. Many of the wagons had to be withdrawn from traffic for wheel turning. A rake of wagons was hired from Freightiner Heavy Haul to fill the breach from Sunday 29th April for just over a week until the Brunner Mond wagons were again available following tyre turning at Crewe Electric depot. An 05.30 EWS freight service has been running from Warrington Arpley to Castleton via the Hartford curve, Altrincham, Stockport, Ashton Moss North Junction and the Brewery curve with stone in MEA wagons for the relaying of the track on the Metrolink Bury line.

METROLINK NEWS

Stagecoach Holdings has been awarded a 10-year contract to operate and maintain the existing Metrolink network and the future extensions and the company is due to take over from Serco in July. Stagecoach already operates the Sheffield Supertram and they have increased passenger numbers since taking over that

system (they have also introduced conductors). Work is now under way on the £102 million scheme to upgrade the existing Metrolink system. The line from Bury to Whitefield has been closed since 29th May and the blockade will be extended to Crumpsall from 21st June and then all the way from Bury to Victoria from 23rd July to 12th September. There is currently a reduced frequency on the Victoria-Whitefield section and Altrincham-Bury direct services are terminating at Victoria.

The Metrolink **Altrincham** line will be closed between Altrincham and Old Trafford from 2nd July to 26th July and between Altrincham and Cornbrook from 27th July to 27th August. Buses will replace trams on the affected sections. Return and Metromax fares are to be reduced from 21st June to 10th September (single fares will remain unchanged). The Altrincham to Manchester Peak return fare on Metrolink will be reduced from £4.80 to £4.40. The Altrincham to Manchester off-peak Metrolink return fare will be reduced from £3.50 to £3.20. Weekly, monthly and quarterly season tickets will be reduced in price from 17th June to 15th September. Metrolink will contact annual season ticket holders with details of refund arrangements. Metrolink day tickets will be available from Metrolink replacement bus drivers “where Metrolink ticket machines are not available”.

Construction work on the three Metrolink extensions is due to start in 2008 and the Droylsden line is likely to be built first as much of the infrastructure is already in place. The other two extensions are to St Werburghs Road (Chorlton) and to Rochdale via Oldham (branching off the Bury line at Irk Valley Junction near Queens Road depot). The existing train service on the Oldham Loop is likely to continue running until December 2009. Further Metrolink extensions depend on the outcome of GMPTA’s bid to the Transport Innovation Fund in July. Funding for future extensions will be contingent on the introduction of congestion charging in Manchester and Greater Manchester is in competition with the West Midlands for the available funds.

FARES NEWS

An innovation on the Virgin website is the ability to buy a “**Saver Half Return**” when an advance purchase fare is not available for the return leg of your journey. This is a single priced at half of the Saver fare. **Megatrain** advance purchase fares are still available on several Virgin Cross Country services between Manchester Piccadilly and both Glasgow and Edinburgh. The cheapest fare is £3 single plus 50p booking fee and bookings can only be made over the Internet at www.megatrain.com. These fares will almost certainly cease to be available after the December timetable change, when First Trans-Pennine Express takes over the service.

A good deal on **Metrolink** is the “Metromax 4 Adults” for 4 adults travelling together which is only £10 or £2.50 each for unlimited off-peak travel on the system. To buy one, press “Metromax 4 Adults” and then “Metromax”. In a controversial move, **Arriva Trains Wales** abolished SuperSaver fares (which are not regulated) from 20th May. The GM **Wayfarer** ticket increased in price to £17.60 group, £8.80 adult and £4.40 concessions as from 29th April. The **Cheshire Day Ranger** ticket is available from staffed stations and from conductors if boarding at an unstaffed station. The ticket costs £15.00 for adults, £9.90 for railcard holders and £7.50 for children and is valid on the services of all train operators after 08.45 on Monday to Friday and all day at weekends and on bank holidays. MCRUA has a copy of the current National Fares Manual (North West issue). Please contact Andrew Macfarlane (contact details on the back page) if you need any fare information.

LOCAL RAIL NEWS

Bredbury station was due to reopen on Monday 4th June after closure for platform rebuilding. Weekend engineering work at **Stockport** means that all Virgin services from Manchester are diverted via Wilmslow and Crewe to Stoke on Saturdays and Sundays until 1st July. Virgin Trains has announced an increase in the number of car parking spaces at several local stations in a £90 million scheme funded by Network Rail. 476 additional spaces are to be provided at Stockport (making a total of 916), 100 extra spaces will be provided at Macclesfield (making a total of 139) and 454 extra spaces will be provided at Crewe (giving a total of 954 spaces). The contract for the third platform at **Manchester Airport** station has now been let with completion still scheduled for the start of the December 2008 timetable.

It looks likely that the Labour Party will lose control of the **Greater Manchester Passenger Transport Authority** as a consequence of the recent local elections (Bury council is now a Conservative/Liberal Democrat coalition). Liberal Democrat Councillor Richard Knowles from Oldham Metropolitan Borough Council will probably become the new Chair of the PTA. More details will be provided in the next newsletter. Where this leaves the bid to the Transport Innovation Fund and the thorny issue of road pricing in Greater Manchester is unclear. The **East Lancashire Railway** is celebrating the 20th anniversary of its opening to Ramsbottom with a 5-day extravaganza, which begins with a re-enactment of the reopening train on Wednesday 25th July and *City of Truro* is due to be a guest locomotive. Finally a reminder about the Open Day at Northern Rail's **Newton Heath** Traincare Depot on Sunday 16th September.

FAME AT LAST FOR THE MID-CHESHIRE LINE!

Members may have seen a mention of the line in the Ray King column in the *Manchester Evening News* of Monday 4th June. Under the headline "Bringing the transport chiefs into line" Mr King says that "commuters are in for a real treat" when the Metrolink Altrincham line is closed in July and August. He continues "The alternative rail route is the single-track link between Stockport and Navigation Road. Long abandoned by passenger trains, it was brought back into use to link the mid-Cheshire line from Chester to the city centre when trams took over the direct route from Altrincham. It meanders through byways, but if the scenery is unfamiliar, the rolling stock is eccentric – 20-year old Pacer units that buck about alarmingly. Yet the Chester line has potential (couldn't disagree-Ed). If GMPTA is seeking to boost public transport, why not open stations at Baguley and Cheadle... and arm-twist Northern Rail to introduce some decent bogied stock!" (Amen to that!-Ed).

BUS NEWS

Last bus to Delamere Park

The last remnant of route 62 will be withdrawn with effect from 18 August. The route ran from Northwich via Greenbank, Hartford and Cuddington stations. Route 82 still runs hourly from Northwich via Greenbank and Hartford stations to Chester, and Greenbank is also served by a frequent route 1 (Weaverham - Northwich - Barnton).

A WARM WELCOME TO ALL OUR NEW MEMBERS

The following people have joined MCRUA since the previous issue of the newsletter was published:

Mr. E. R. Foden, Saltney.

Mr. M. Povey, Wrexham.

Mr. J. B. Haddow, Kelsall.	Mr. G. Pryce, Wrexham.
North Cestrian Grammar School (Transport Society), Altrincham.	
Mr. P. and Mrs. M. Whitley, Wilmslow.	Mr. and Mrs. R. Peover, Helsby
Mr and Mrs. M. G. Ost, Cuddington.	Mr. J. K. Preston, Woodford.
Mr. and Mrs. C. Dale, Hale.	Mr. and Mrs. R. and M. Beacham, Comberbach.
Mr. and Mrs. M. Inglis, Upton.	Mr. G. Lang, Bury.
Mr and Mrs. J. E. Hughes, Acton Bridge.	Mr. M. Benson, Altrincham
Mr. C. Wilkinson, Macclesfield.	Mrs. J. D. Bouchier, Flixton.
Mr. J. Rees, Bulkeley.	Mr V. Chadwick, Wilmslow.
Mr. R. Godfrey, Hawarden.	Mr. J. M. Travers, West Timperley.
Mr D. R. Mason, Pentre Broughton.	Mr. R. Fysh, Timperley.

MCRUA member Eric R Homersham of Sale died on 15th March and member Ian Thompson, also from Sale, sadly died on 18th May. Member Doug Darby from Sale has been in hospital recently following a series of falls but is now hopefully on the mend.

DISCLAIMER

Opinions expressed in this newsletter do not necessarily reflect the views of the MCRUA committee.

USEFUL PHONE NUMBERS

National Rail Enquiries	08457 48 49 50 (24 hours a day)
The Trainline (bookings by telephone)	08457 222 333
Freephone number to report crime on the railway	0800 40 50 40
Network Rail (to report infrastructure faults)	08457 11 41 41
Northern Rail Train Running Information	0800 528 0200 or 0870 602 33 22
Northern Rail Customer Relations	0845 600 11 59
Passenger Focus (complaints appeals)	08453 022 022
Helpline for Manchester Piccadilly station	0845 0000 033
GMPTE Bus, Rail and Metrolink Enquiries	0161 228 7811 (08.00 to 20.00)
Metrolink Enquiries	0161 205 2000
Cheshire Traveline (bus and rail enquiries)	01244 602666 (08.00 to 20.00)
Merseyside PTE Public Transport Enquiry Line	0151 236 7676 (08.00 to 20.00)
National Public Transport Enquiry Line	0871 200 2233

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Hartford & Winsford Sub-Committee. Please contact David Miller (for contact details see above).

MID-CHESHIRE COMMUNITY RAIL OFFICER – Mark Willcox
Email: mwillcox@valeroyal.gov.uk Tel: 01606-867534 or (mobile) 07825-681583.

Membership of the association costs £5 for individuals, £7 for families and £14 for corporate bodies. If you wish to join please return the form below to MCRUA, 53 Acacia Avenue, Hale, Altrincham, Cheshire, WA15 8QY. Please make cheques payable to “Mid Cheshire Rail Users Association”. Please also send any subscription renewals to the same address.

MCRUA is affiliated to Railfuture, the national, voluntary body for rail users.

Name _____
Address _____
06/07 _____ Postcode _____

Family/Individual*
New Member/Renewal*
* Please delete
as appropriate