

MID CHESHIRE RAIL REPORT

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SUMMER 2025

ISSUED FREE TO MCRUA MEMBERS

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. We are also on Facebook at <https://www.facebook.com/Mid-Cheshire-Rail-Users-Association-MCRUA-124008736132899>.

COME TO THE ANNUAL GENERAL MEETING

The 2025 MCRUA AGM will be held at the Golden Pheasant in Plumley on Monday 21st July at 6.45pm (please note the start time). The Golden Pheasant is a short walk from Plumley station in a southerly direction. Please take care when crossing and walking along the road. Suitable trains to get to the AGM are the 17.54 from Stockport to Chester and the 17.56 from Chester to Piccadilly. Return trains are at 20.25 or 21.35 to Piccadilly and 20.56 or 21.57 to Chester. After the formal business Sarah Muir, the Community Rail Officer for the line, will give a presentation. We hope that you might be able to join us for this meeting.

CHAIR'S REPORT by Mike Battman

The railway's year-long celebration "Railway 200" is under way and the Mid Cheshire Line stations are putting up the bunting to show their support. Additionally, there are plans to create history boards for each station and we are at the advanced stage of planning a relay baton walk along the length of our line. The baton walk will take place in September, see the separate article.

Northern's services along the Mid Cheshire Line have shown a significant improvement with cancellations now rare. The reliability of the service has seen the return of passenger confidence and passenger numbers are continuing to rise. It was good to see that the broken windows on the steps to the footbridge on platform 2 at Altrincham have been fixed. More stations down the line are being fitted with customer information screens; Plumley and Mobberley are the latest to benefit.

The Thomas Brassey Society's statue of the gentleman himself was unveiled at Chester Station on 28th May. HRH Prince Richard, the Duke of Gloucester came to unveil the statue and many dignitaries were on hand to support the event. At Northwich Station an art installation was formally opened on 30th May, Andrew Cooper the town's MP did the honours and the paintings by local artist Jim Stanley add greatly to a previously bland wall on platform 1. Jim also took the opportunity to sing his song about our line.

The rebuilding of the road bridge at the south end of Stockport Station is planned for 2nd – 22nd August 2025; there will be no trains at all through Stockport or between Altrincham and Piccadilly along our line. Additionally, there will be final tidying up in October 2025 involving weekend closures. Northern is running a 2-hourly Chester to Altrincham service with additional trains at rush hour and rail tickets will be valid on Metrolink between Altrincham and Manchester. Please note that the first week of the Stockport Blockade coincides with the last week of the tram closures through Piccadilly Gardens to Piccadilly Station. The tram closure is from 3rd June until 10th August (inclusive).

Looking further ahead, there is going to be disruption at Ardwick Junction about a mile to the south of Piccadilly. There will be no trains out of Piccadilly going south for 9-days in February 2026. Platforms 13 and 14 will remain open but they will become a terminus. We will publish more details when we get them.

STOCKPORT CLOSURE FOR WORK ON GREEK STREET BRIDGE by Andrew Macfarlane

As Mike mentioned above, no trains will call at Stockport station between 2nd and 22nd August (inclusive) while the Greek Street overbridge is being demolished and rebuilt. There had been a plan to also rebuild the Stockholm Road

overbridge over the Mid Cheshire Line in Stockport during the August blockade but this is not now happening because that bridge does not yet need to be rebuilt. There will be a two-hourly train service between Chester and Altrincham during the blockade (hourly at peak periods). The train times for this service are already in the National Rail website journey planner. Trains will leave Chester at around 05 minutes past the even hour (or slightly later) and they will leave Altrincham at 36 minutes past the odd hour (or slightly later) on Monday to Friday. Some trains will leave Chester at 56 minutes past the hour on Saturdays. On Monday to Saturday there will not be a rail replacement bus service between Altrincham and Stockport. Passengers are being asked to use the 370 and 371 Bee Network buses between Altrincham Interchange (by the station) and Stockport Interchange (the bus station). The journey time on these buses is around one hour, far more than the usual train journey time. On Sundays 3rd, 10th and 17th August the entire service between Chester and Piccadilly via Altrincham and Stockport will be replaced by buses running every two hours. We are pleased that train tickets will be valid on Metrolink services between Altrincham and Manchester during the August blockade.

SUNDAY ENGINEERING WORK IN JULY

Drainage work is currently taking place at Skelton Junction (between Navigation Road and Stockport). There was a blockade between Altrincham and Stockport on Saturday 5th July and there are also Sunday blockades of the whole line between Stockport and Chester on Sundays 6th, 13th, 20th and 27th July. There is a rail replacement bus service between Stockport and Chester every two hours calling at or near all stations on those dates.

LATE NIGHT ENGINEERING WORK by Andrew Macfarlane

There will be the usual late night bus replacements due to planned engineering work from Monday 28th July to Thursday 31st July (inclusive). These late night bus replacements continue to take place every six weeks. The 22.10 from Piccadilly still runs as a train but it runs semi-fast from Altrincham, calling only at Knutsford, Northwich, Greenbank and Chester. So passengers for any station not served by the train need to change at Altrincham onto a replacement bus. The replacement bus starts from Stand A in Altrincham bus station at 22.50 calling at or near all stations to Chester. The 23.13 train from Piccadilly and the 22.52 train from Chester are replaced by buses. The bus replacing the 23.13 from Piccadilly starts from Piccadilly at 23.13 and calls at all stations. The 22.52 train from Chester is replaced by two buses. The first leaves Chester at 22.52 and calls at all stations. A second bus leaves Knutsford at 23.36 calling at all stations to Piccadilly.

PROPOSED SPECIAL TRAIN ON 13TH SEPTEMBER IS NOT NOW HAPPENING

Northern have tried hard to run a special train off the Mid Cheshire Line to mark Rail 200. They have looked at several potential routings (Hope Valley, Buxton, the Settle & Carlisle) but have met too many obstacles to surmount this time round (especially problems of route clearance and train pathing). However Northern management remain keen to work with MCRUA to run a special train which will mark the anniversary (even if late!) and demonstrate the leisure travel potential of the Mid Cheshire Line, and MCRUA will of course help them to do that.

GREAT BRITISH RAILWAYS – ARE WE GETTING THERE? By Steve Mee

On 25th May, South Western Railway became the first operator to be taken back into public ownership under the government's plans to set up Great British Railways (GBR). The next services to transfer will be c2c's in July, followed by Greater Anglia's in October. And every three months thereafter, another private operator will return to the fold. So will a change of ownership deliver a better railway, for passengers and taxpayers? What do we know about GBR and other plans to develop our trains? And what will any of them deliver for us, here on the Mid Cheshire? Of course, we're no strangers to public ownership here in the North. Northern, TransPennine Express and LNER are all state run. But GBR is different. Those operators were taken into public ownership as a last resort – because they had failed. Now we are seeing operators rejoining the public sector as a matter of policy. The government's aim is that bringing track and train together will, by delivering more reliable and improved services, restore public trust in our railway, making services more attractive for work, education and leisure and helping drive modal shift and boost both national and regional economies.

Great British Railways will be charged with delivering a railway where:

- a. All the trains work together
- b. Trains are on time and don't cost too much
- c. Everyone feels safe and can use the trains easily

- d. The trains keep getting better
- e. More freight is moved by rail and less by road

At the same time, the move should save up to £150 million a year in fees previously paid to private operators. That's money that can then be spent for the benefit of passengers.

To support this, in the recent spending review the chancellor announced that the Department for Transport (DfT)'s investment in capital projects is projected to grow by an average of 3.9% annually between 2025/26 and 2029/30, reaching £10.2 billion specifically for rail infrastructure by 2029. Northern Powerhouse Rail and the Liverpool-Manchester Railway got a positive mention at the same time. But ministers have been clear that public ownership is not a silver bullet. Operators will need to meet rigorous performance standards on punctuality, cancellations and customer experience before they can earn the GBR brand. So as all passenger services under DfT contracts return to public ownership by the end of 2027, the intention is that GBR (up and running by then) will become the new standard for Britain's railways.

There will be different standards for each operator, acknowledging the reality that they are all different. And the signs on the trains won't change unless and until GBR believes its standards have been met. Yet all that investment doesn't change the fact that taxpayers currently subsidise the day-to-day operations of the railways to the tune of about £2 billion a year. Northern accounts for about a third of that – equivalent to 40 pence for every mile every passenger travels.

And we mustn't forget that GBR isn't the only show in town. The government also plans much greater devolution to mayors and combined authorities. In the spending review Greater Manchester got an extra £2.5 billion for new buses and a tram line to Stockport. Andy Burnham plans to integrate two Manchester rail lines into the Bee Network next year, with more, including the Mid Cheshire, to follow. Steve Rotherham is looking at incorporating several Northern lines into Merseyrail.

So the answer to our question is currently yet more questions.

- How will the new Cheshire and Warrington combined authority work with the Greater Manchester Combined Authority (GMCA) and the Liverpool City Region Combined Authority (LCRCA) to deliver a coherent network given the many cross-boundary services?
- Will NPR, Manchester-Liverpool or even HS2 mean new or reopened lines connecting with ours?
- What will the government's determination to reduce subsidy mean for Northern's fares and services?
- Will devolution mean breaking up Northern? And would that be a bad thing?
- Will we see more freight on the line? And what impact could that have on passenger services?

And there still remain the challenges facing Northern, which is working through an improvement plan and talking to its staff and their unions to deliver more reliable services (particularly on Sundays). Reliability and the trust it engenders in passengers isn't just a vital part of what any good railway should deliver; Northern is missing out on thousands of passengers. These people don't use the railway because they don't trust it. And so Northern's farebox stagnates and its subsidy increases. That's not a recipe for getting the GBR branding on Northern's new trains when they arrive in 2030!

But there are a couple of things I think we can say about the future.

Under GBR operators and track managers will be talking to each other more. That can only be a good thing. It should also mean that we as users are talking to one body for every aspect of our railway. No more being passed from Northern to Network Rail! At the same time, devolution presents that vision of unity with a challenge. Plans for Bee Rail only cover Greater Manchester. Merseyrail's remit stops at LCRCA's borders (though they want to run an express to Manchester). While the mayors all meet at the Rail North Committee, that has so far been a strategic body. TPE's north route passes through five authorities. Who sets the timetable?

As part of the move to GBR, operators are being moved from contracts to service agreements. LNER was first to move, early this year. TPE will move in the summer. Northern will go later, once its improvement plan is bedded in. The service agreements are focussed on outcomes rather than outputs. Reliability, performance, passenger satisfaction. This should make passengers much more the central focus of operators' thinking than the current

contractual monitoring. At the same time, it means DfT (and GBR in time) will need to develop a new way of keeping operators on track – and without the traditional recourse to financial penalties. Interesting times for our railway indeed. And in these times of change, challenge and uncertainty, there has never been a greater need for well informed and passionate voices – like ours at MCRUA. Putting passengers at the heart of the railway means listening to passengers. And it means passengers talking and listening to each other as well as to operators, DfT, GBR and our combined authorities. No-one else will make our case for us. We need to be out there, with innovative solutions to the challenges we all face as well as well-argued calls for improved services. No one has a monopoly on good ideas. Without listening to every voice, we risk repeating the mistakes of the past and entrenching the failures of the present. Only together can we make Great British Railways great.

Editor's Note: Studies have shown that for every £1 spent on supporting rail services provided by Northern, an estimated £2.50 is generated in wider economic benefits (source: Railway Industry Association).

MID CHESHIRE LINE STATIONS FEATURE IN CHESHIRE LIFE MAGAZINE

Delamere station features in the current issue of Cheshire Life magazine and Altrincham will be featured in the November issue.

MID CHESHIRE LINE BATON WALK by Mike Battman

One way that Railway 200 will be celebrated by the Mid Cheshire Line is by walking the length of the line carrying a relay baton. Calling at all the stations on the way.

The details are still being finalised but the outline programme is...

Monday 22nd September ~ Meet at Piccadilly, then train to Woodley, from where we will walk to Stockport (it was felt that there was no good route for walking between Piccadilly & Stockport or Stockport to Navigation Road), approximately 4.8 miles. The route will follow as far as possible the original Cheshire Lines Committee route through Stockport borough.

Tuesday 23rd September ~ Manchester Central to Altrincham, with stops at Sale & Navigation Rd. approx. 10 miles.

Wednesday 24th September ~ Altrincham, Hale, Ashley, Mobberley to Knutsford, approx. 10 miles.

Thursday 25th September ~ Knutsford, Plumley, Lostock Gralam to Northwich, approx. 9 miles.

Friday 26th September ~ Northwich to Greenbank, Cuddington to Delamere, approx. 11.5 miles.

Saturday 27th September ~ Delamere to Mouldsworth to Chester. Approx. 15 miles.

We would like members to join the walk, you can just do a short hop (Altrincham to Hale) or the more able might do the full day walk. The organisers are trying to get local dignitaries to 'see us off' or meet us. Final details will be posted at stations.

MUSIC TRAINS ON THE MID CHESHIRE LINE by Michael Ross

On Wednesday 30th July there is a music train with **The Lynchpins**, from Chester to Plumley and back. The journey starts in Chester – on the train leaving at 18.56 to Manchester Piccadilly via Altrincham. [Join at any station along the line](#). Join us at the Golden Pheasant from stations north of Plumley on the 18.36 or 19.36 train from Altrincham to Chester. The music train returns from Plumley at 21.57 and arrives back at Chester at 22.38.

THE LYNCHPINS are back for their second Music Train in 2025. They are a wonderful four-piece band playing and singing Irish jigs, reels and ballads on guitar, mandolin, flute & bodhran. Their music appeals to everyone who enjoys the fun of traditional dance music and well-known popular songs.

The cost...

There is *no charge at all* for this Music Train

Just buy a return train ticket in the usual way – online, at the ticket machine or at a ticket office.

There's a cash collection on the way back for the band – put in what you choose.

If you're hungry...

Good food is available at the pub – the *Golden Pheasant* in Plumley.

The menu is online at www.goldenpheasantatplumley.co.uk.

You can order online in advance or when you arrive if you prefer. If you're a group of 8 or more - book a table online (remember to say you're with the Music Train so you sit close to the music).

The practicalities...

Catch the Music Train from any station from Chester to Plumley. No need to tell us beforehand – just come along, the more the merrier! Look out for the signs on the windows for the music carriage ... or just follow the sound!

If you can't join the Music Train, come straight to the pub and enjoy almost two hours of entertainment there.

What's the fare? Some examples...

Chester-Plumley

Railcard Off-Peak Return £7.95

DUO (any two people travelling together) £18.10 (so £9.05 each).

Off-Peak Day Return £12.10

Cuddington-Plumley

Railcard Return £4.85

DUO (any two people travelling together) £10.90 (so £5.45 each)

Off-Peak Day Return £7.30

Altrincham-Plumley

Railcard Return £5.95

DUO (any two people travelling together) £13.50 (so £6.75 each).

Off-Peak Day Return £9.00

Buy your ticket online, at the ticket machine or at a ticket office. Cheaper Advance fares may also be available online.

AND FOR THE REST OF THE YEAR, WE HAVE THE FOLLOWING MUSIC TRAINS AVAILABLE FOR YOU!

... from Chester Railway Station

Departs at 18:56 and arrives back at 22:38

DATE	TO	MUSICIANS
Wednesday 27 August 25	Golden Pheasant Plumley	Time Bandits
Wednesday 24 September 25	Golden Pheasant Plumley	BandaRama

... and from Altrincham Railway Station

Departs at 18:36 and arrives back at 23:53

DATE	TO	MUSICIANS
Thursday 18 September 25	Alexander's Chester	Hound Dog Blues on the train Lil' Ian Goodsman Duo at Alexanders
Thursday 16 October 25	Alexander's Chester	Mambo Jambo on the train So What Now at Alexanders

THE MORE THE MERRIER!

Groups are very welcome to join the Music Train, in fact we actively encourage it! If you plan to bring a group of eight or more on a Music Train from Chester to Plumley or Knutsford, please book a table at the pub and let me know in advance. It means we can ensure we have enough room for you all. If you plan to bring a group on the Music Trains from Altrincham to Alexander's in Chester then just go ahead and book online directly with Alexander's. There are 45 places available. Alongside the open Music Trains we can arrange a bespoke Music Train for groups of 30 or more people on weekdays, either daytime or evening, to the Goshawk in Mouldsworth, the Golden Pheasant in Plumley, the Angel in Knutsford or the Railway Inn at Mobberley. It's good value for money – all people need is

Their train ticket

Whatever food and drink ordered

A contribution to the musician's fees

All the music and all the organisation of the event is free of charge – thanks to the Community Rail Partnership!

So, if you are a member of a group and you would like to share this entertainment experience with your fellow members, we are more than happy to help! Interested? Then just get in touch on musictrains@midcheshirerail.org.uk

CHANGES MIGHT HAPPEN

It is always possible that train times might change and a small possibility that a Music Train might have to be cancelled at short notice. In that case we will email everyone on our mailing list to let people know - and pop a note

on the Community Rail Partnership website and station noticeboards, as well as on our social media accounts @MidCheshire CRP. So, just keep an eye out in case there are any changes to the planned events.

WHY DO WE DO THIS?

Music Trains are arranged by volunteers on behalf of the Mid Cheshire Community Rail Partnership to promote the Mid Cheshire Line. We want people to use the line, enjoy the experience and come back again – that's our sole purpose. The train line is for everyone to use, and we actively encourage this. So, we run the Music Trains, we produce booklets of circular walks from every station along the line and advertise many events and activities that take place during the year, and you can take the train to get there. To find out more, you can take a look at the Mid Cheshire Line website (www.midcheshirerail.org.uk) or follow @MidCheshire CRP via social media - X, Instagram, TikTok and Facebook – just look for Mid Cheshire Rail. LOOKING FORWARD to seeing you soon on one of our Music Trains!

NEWS FROM THE LINES by Andrew Macfarlane and David Miller

Work has finally started on reopening the ticket office at Northwich station. Electricians began work installing cabling inside the building in the week beginning Monday 7th July. We are hopeful that this is the start of a project to finish the rebuild of the station. Mid Cheshire MP Andrew Cooper has been lobbying for this and for the provision of step-free access to the Chester-bound platform at Northwich station by the provision of lifts. Upgraded Customer Information Screens (CIS) were installed at Cuddington in March and new CIS screens were working at Plumley by 3rd April. Mobberley had working CIS screens (inside both shelters) by 18th April. Parking charges are now in force at Delamere on both sides of the station. On 1st May, the steps leading up to the main road from the car park at Delamere had been closed off and look to have been damaged by a falling branch, although they have not been in good condition for a long time. So this station joins several others in having a long walk from the ticket machine to the opposite platform. At Cuddington, mosaic art works have been mounted on the Chester-bound shelter and were formally unveiled on 24th May. Planters have been repainted and a model steam locomotive like that at Delamere is being made to "pull" one of them. A new real ale bar, which also serves food, opened in the West Wing of Chester station on 11th April. The Chester Station Tap Room is open from 6am to 11pm every day and is a good place to spend time if changing trains at Chester. The plan to close the existing ticket office at Chester station and to replace the ticket office with two counters near the ticket barriers is unfortunately still going ahead. Work has started on the new counters. The new statue of Thomas Brassey (mentioned in the previous newsletter) was unveiled outside Chester station on 28th May. A new Gran T's coffee shop had opened on platform 1 at Altrincham station by 30th June. There were only minor changes to the Mid Cheshire Line's timetable at the May timetable change from Sunday 18th May. There have been improvements to the car park at Acton Bridge. The car park (including the car park entrance) has been resurfaced and is much improved.

BEWARE OF QR CODE PARKING SCAMS

As many members will know, QR code scams are often carried out at car parks including station car parks. This is where fraudsters cover the genuine QR code with their own QR code and steal our money! Beware of any stickers covering the official QR code and if possible use the RingGo app to pay for your parking.

METROLINK NEWS by Andrew Macfarlane

As Mike mentioned above, there has been an engineering blockade through Piccadilly Gardens to Piccadilly Station since 3rd June which continues until 10th August (inclusive). This is for track relaying. All trams from Altrincham are running to Bury via Market Street. The Ashton line is running from Piccadilly Station to Ashton. There is a service from Victoria to Eccles via Market Street and Media City. It is unfortunate that this engineering blockade includes the first nine days of the Stockport blockade. There is a signposted walking route from Market Street Metrolink stop to Piccadilly Station. Another option if coming from the Altrincham line (especially if you have a TfGM pass or a Wayfarer ticket) is to get off the tram at Deansgate-Castlefield, walk over the bridge to Deansgate station and catch a train to Piccadilly Station. On 4th June Chancellor Rachel Reeves announced funding for the extension of the East Didsbury Metrolink line to Stockport. The exact route of this extension has not yet been announced. Funding was also announced for the introduction of tram-trains between Oldham and Bury via Rochdale, Castleton and Heywood. No timescales have yet been announced for these schemes. Metrolink tram times can be found by using the journey planner at www.traveline.info.

LOCAL RAIL NEWS by Andrew Macfarlane

Phase 2 of the Castlefield viaduct park using the remainder of the disused 1892 approach viaduct to Manchester Central station was approved on 9th April. Manchester Central was the Manchester terminus for the Mid Cheshire

Line train service until May 1969. The new £32 million station at Golborne on the West Coast main line south of Wigan was approved on 30th April. There are more Avanti West Coast trains running to North Wales from the May timetable change. Lifts have been provided at Irlam station to provide step-free access to both platforms and there was a ceremony to inaugurate these on 12th May. The scheme has cost £5.75 million. Lifts have also been provided at Daisy Hill station on the line between Manchester and Wigan via Atherton.

PROPOSAL TO MOVE TRAFFORD PARK FREIGHT TERMINALS by Andrew Macfarlane

Members may well have heard about the plan announced fairly recently by Manchester United football club to build a new stadium next to the site of their existing stadium. The new stadium could be built without affecting the existing Trafford Park freightliner terminal although it would be a tight squeeze. United would prefer the freight terminal to be moved to another site in the North West of England. A site at Parkside East (east of Newton-le-Willows) seems to be the favourite location. A new Strategic Rail Freight Interchange is planned for that location which could replace both Trafford Park and Garston (Liverpool) freightliner terminals. Port Salford has also been mentioned as an alternative location for some or all of the Trafford Park terminals (there are three rail freight terminals at Trafford Park). The Port Salford site is alongside the Manchester Ship Canal. There would be a need to build a new branch line from the Manchester-Liverpool “Chat Moss” line in the Barton Moss area (west of Patricroft) to Port Salford. Any move of the Trafford Park freight terminals would be expensive (requiring public funding) and would take a long time to come to fruition but it would take some or all of the freight traffic away from the Castlefield corridor through Oxford Road and Manchester Piccadilly platforms 13 and 14, thereby freeing up one train path per hour in each direction for use by passenger services. A key issue is whether there are sufficient spare train paths for additional freightliner trains on the largely double track section of the West Coast main line between Winsford station and Weaver Junction (trains from Port Salford and Parkside East would head south via Earlestown, Warrington Bank Quay and Crewe).

8E RAILWAY ASSOCIATION PROGRAMME

The 8E Railway Association continues to meet at the Gladstone Club off Station Road in Northwich, which is a short walk from Northwich station. The postcode for the venue is CW9 5RB. Meetings take place on the second Tuesday evening of the month from September to May and start at 7.30pm. Free sandwiches are provided at the break. Admission is free to members. Non-members are charged £3 except on their first visit, when admission is free. The forthcoming programme is:

Tuesday 9 th September	David McIntosh	“Gresley and the A4s”.
Tuesday 14 th October	Noel Coates	“Horwich Works”.
Tuesday 11 th November	Alasdair Renfrew	“44 Years of the Isle of Man Railways”.
Tuesday 9 th December	Russell Hatt	“Railways in North Cheshire”.

ALTRINCHAM WINTER LECTURE SERIES PROGRAMME

The Altrincham Electric Railway Preservation Society (AERPS) continues to hold a series of winter railway lectures at the Altrincham Methodist Hall, which is on the corner of Barrington Road and Woodlands Road and is a short walk from Altrincham station in the direction of Manchester. The postcode of the venue is WA14 1HF. Lectures start at 7.30pm. There is plenty of parking around the venue. Please drive clockwise around the church. The car park barrier rises automatically. Admission is £4 for non-members of the AERPS. The forthcoming programme is:

Friday 10 th October	David Beilby	“Saddleworth Railways”.
Friday 14 th November	Noel Coates	“Lancashire and Yorkshire Railway Sheds”.

MID CHESHIRE LINE PEOPLE

Damian, who has worked for many years for Northern on platform 4 at Altrincham, moved to Manchester Oxford Road in May. We wish him well in his new location.

MCRUA MEMBERSHIP NEWS

We welcome Phil Dutton of Barnton as a new member and, more recently, as a Committee member. We also welcome Michelle Parsons of Middlewich as a new member. Long-standing member Mr J B Haddow of Tarporley has died.

DISCLAIMER

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

USEFUL PHONE NUMBERS

National Rail Enquiries	03457 48 49 50 or 0207 068 0500
Avanti West Coast ticket sales (to buy any rail ticket)	0871 977 4222 (08.00 to 22.00 every day)
British Transport Police for non-emergencies	0800 40 50 40 or text 61016.
Network Rail (to report infrastructure faults)	03457 11 41 41 or 0207 557 8000
Northern Customer Services	0800 200 6060 (0800-2100 Monday to Sunday)
TfGM Bus, Rail and Metrolink Enquiries	0161 244 1000 (0700-2000 Mon-Fri, 0800-2000 Sat/Sun)
Metrolink Customer Services	0161 205 2000 (seven days a week)
National Public Transport Enquiry Line	0871 200 22 33 (07.00 to 22.00 every day)

USEFUL WEBSITES

www.nationalrail.co.uk (includes a journey planner which shows times and fares and a facility to obtain real time train running information for any station).

www.northernrailway.co.uk (includes current and future timetables and details of forthcoming engineering work under “Travelling With Us” and then “Timetables”).

www.networkrail.co.uk (includes a link to download the National Rail timetable).

www.lnr.co.uk which has live train running information and ticket sales for London Northwestern Railway, i.e. Liverpool-Crewe and very cheap tickets to London.

www.tfgm.com (the website of Transport for Greater Manchester).

www.tfgm.com/tram-improvement-works shows details of planned engineering work on Metrolink.

www.traveline.info (a national public transport journey planner for bus, train and tram).

www.transportfocus.org.uk (the website of Transport Focus, the statutory body for rail and bus users).

www.railfuture.org.uk (the website of Railfuture, the independent, national, voluntary body for rail users).

www.traintimes.org.uk (an unofficial website which provides rail information derived from official sources).

www.brfares.com (lists all available fares on the National Rail network).

www.railtourinfo.co.uk (lists special trains (both steam and modern traction) on the main line).

<https://www.realtimetrains.co.uk/search/detailed/> Real Time Trains. Shows actual train running at any given location on the national rail network. Useful for seeing if your train is running and if it's on time!

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Community Rail Partnership address: The Council Offices, 78 Church Road, Northwich CW9 5PB.

Visit: <http://www.midcheshirerail.org.uk>

MCRUA is affiliated to Railfuture, the national, voluntary body for rail users. MCRUA is on Facebook. Type MCRUA in the search box to find our page with our latest news and discussion.

MCRUA MEMBERSHIP - You can join online at www.mcrua.org.uk/membership. Alternatively, you may pay by standing order, details available from the Membership Secretary membership@mcrua.org.uk. Standing Orders are fixed price for five years from the start of the payments. You may also pay by cheque made payable to **Mid Cheshire Rail Users Association** and sent to the **Membership Secretary, 4 Egerton Moss, Ashley, Altrincham, Cheshire, WA15 0QE.**