

# North Cheshire

## Rail Users' Group



### Monitoring rail services from Chester & Ellesmere Port via Helsby, Frodsham & Runcorn to Liverpool & Manchester

## Newsletter January 2014

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### FROM THE CHAIR

2013 has seen some really positive changes at our three local stations on the line between Chester and Warrington Bank Quay. This time last year, work had started at Helsby Station with the main building being encased in scaffolding and covered with blue plastic. A year later, *Compass Tours*, a rail friendly business who organise rail tours is poised to move in. NCRUG is already working with the company and we have high hopes that this will be a productive partnership.

Frodsham Station was shut up after phase 1 of the restoration was completed in autumn 2012. However, in January, 2013 Network Rail returned to Frodsham to embark on phase 2 of the project which involved the installation of a heating system. *Frazar James – Hair Stylists* moved in to one unit in June and their enthusiasm for their new location helped NCRUG and partners to win first prize in the 2012 ACoRP awards competition for the best new use of an old railway building. We just managed to put a stop-press announcement in the last newsletter.

Runcorn East, frequently seen as the *Cinderella* of our three local stations is suddenly blossoming thanks to persistent efforts by John Hobbs who produced a master plan in the summer to publicise the station, which was 30 years old in October, and push for improvements.

A break through came at the end of the summer when Halton Borough Council put John in touch with Kerry Ramsbottom their Community Liaison Officer. Initially, Kerry was unaware that Runcorn East station was in the Murdishaw area of Runcorn but quickly realised its potential and set about helping John to organise a special event for the 30<sup>th</sup> anniversary of the station's opening and set up a five year project involving several different community groups and which will commemorate the start of World War 1 in 2014. We look forward to seeing these innovative ideas come to fruition. It was truly a 'red letter' day when fairy Godmother, Kerry, appeared to work some magic on our *Cinderella* station and I look forward to seeing the transformation.

Ben Davies, Stakeholder Liaison Manger with Arriva Trains Wales will be joining us at our committee meeting on Tuesday, 18<sup>th</sup> February at 7.30 pm. at Frodsham Community Centre. All members are welcome to attend and ask questions about existing rail services etc. or make suggestions for the future.

With best wishes to all our readers. Let's hope that 2014 is as prosperous and productive a year from a rail perspective.

**Janet Briggs**

## **RUNCORN EAST – 30<sup>th</sup> BIRTHDAY CELEBRATIONS**

Runcorn East has proved to be a more difficult challenge over the years eclipsed by success at Helsby & Frodsham and 2013 was following a similar path as the station has looked rather overgrown for most of the year.

However, this year saw Runcorn East's Thirtieth Birthday, which was on the 18<sup>th</sup> October. Plans to celebrate this significant date in the station's history began to evolve at the ATW Station Adopter's conference in May, when Kim Hawkins the ATW area manager was approached for support.

The Hooton to Helsby 150 Celebrations were then in full flow, and plans were put on the back burner. Subsequently after contact with Halton Borough Council's Kerry Ramsbottom in mid August plans began to take shape.

These included the creation of Poppy and Wild Flower Gardens in preparation for the Centenary Celebrations for the First World War commencing 2014. In addition to providing a splash of colour these will enable better management of the grounds at Runcorn East and also improve the station by encouraging a managed but natural environment.

Kerry was able, through her contacts, to engage with the Probation Service Community Payback Scheme. Following discussions and safety briefings, agreed with ATW and given by myself, with the Supervisors of the Scheme, this enabled work on the station to commence. Over three weeks in September/October 120 hours of preparation of seed beds and bank improvement took place.

The Royal Society for the Protection of Birds' was also contacted and their advice sought as to how to proceed. We already have nest boxes installed and were awarded a prize for innovation by ATW some years ago. The RSPB local manager attended at the station and was able to advise us on how to proceed and also agreed to provide a stall on the day.

Kerry, who is the Community Development Officer for Halton Borough Council, has also worked up a plan of Community engagement which involves a 5 year plan of Workshops. Funding for this will have to be sought. These plans will take place at the nearby Murdishaw Community Centre and involve engagement with the local community groups.

ATW increased their efforts to tidy the station to align with the Station's Birthday celebrations.

ATW staff also overhauled polished and repainted the plaque at the station and in addition made arrangements to have the CIS system at the station advise passengers that it was the Station's 30<sup>th</sup> Birthday on the 18<sup>th</sup> of October.

The British Legion were contacted and they advised that they could provide a Colour Party and also eventually a Bugler from the Salvation Army.

Plans were confirmed for a Celebratory event at the Station, where the Railway Chaplain was to oversee the celebration and the Mayor of Runcorn, Councillors and Officials to attend to celebrate the Station's Birthday and dedicate the Garden Project;

Finally, on the morning of the event ATW attended to give the station a final polish while Halton Borough Council closed off part of the car park and did a final litter pick including trimming shrubs on the surrounding footpaths and cutting the grass. Bunting was erected at the station. An RSPB stand erected and displays mounted at the Murdishaw Community Centre by NCRUG, the British Legion, the Poppy Appeal and the Birthday cake, (kindly donated by ASDA), displayed.

The Birthday Celebration took place at 11.00 on the 18<sup>th</sup> October with about forty persons present. Representatives of the Cheshire Best Kept Station Competition, ATW, MCRUA and Community Groups were in attendance. The Railway Chaplain called the ceremony to order, the "Last Post" was sounded by the Salvation Army bugler followed by the "Exhortation." A minute's silence, followed by "Reveille," preceded a short speech by the Lady Mayor. The poppy seeds were broadcast on the garden by the Mayor and those present.

Those gathered then proceeded to the Murdishaw Community Centre for tea, sandwiches and cake with presentations from Youth & Community Groups who will be involved in the projects at the station and Community Centre over the coming 5 years.

Hopefully this will all lead to a higher profile for Runcorn East in the future and has laid down a firm foundation for these developments to take place.

NCRUG are extremely grateful to Kerry Ramsbottom without whom this event would not have had such a high profile.

**JH**

### **RUNCORN EAST STATION – The future**

- **Name of the Station** - Is it relevant to the community – consider Runcorn East for Murdishaw which shows it as a transport hub and also aids community ownership.
- **Community Notice Boards** – Display of relevant local information – aids community ownership.
- **Signage for passengers - arriving by train** – Currently no Station identification ie Double Arrow Symbol – this identifies the transport hub, aids community ownership and avoids confusion. This has recently been completed by Halton Borough Council.
- **Signage for passengers - arriving by road or on foot/cycle** – As above. This has recently been completed by Halton Borough Council.
- **Transport Node Improvements** – Improves modal connectivity - aids work opportunities.
- **Connectivity with other areas of interest**
  - 1) Murdishaw Community Centre.
  - 2) Bridgewater Canal
  - 3) Town Park
- **Car Park/Bus Access/Cycling**
  - 1) Car Parking
  - 2) Bus Access
  - 3) Cycling
- **Reduction of waste disposal/fly tipping** – Persistent problem. More than 5 skips of rubbish have been removed from the premises in the last few years.
- **Environmental Sustainability and Community Involvement** – RSPB & Community involvement is proposed.

Following the successful Community event at Runcorn East on 18th October 2013, which celebrated the Station's 30<sup>th</sup> Birthday and marked the commencement of a new environmental initiative on the part of the NCRUG/HBC we now need to consider how we can take things forward and enhance the positioning of the facilities which are available at the station and within the Community. Some work on this has been completed.

Other important issues which we will be monitoring include station staffing, booking office opening hours, revenue protection, ticketing, station facilities, timetables or future capacity, effects of the "Northern Hub" and "HS2" and forthcoming new franchise effects.

**JH**

## **IMPROVEMENTS AT WARRINGTON RAILWAY STATIONS**

Warrington's new bicycle hire scheme allows people to hire one of 60 folding bikes from solar-powered docking stations located at Warrington Central, Warrington Bank Quay and Birchwood stations. Warrington Borough Council has undertaken to subsidise the membership fees of the first 100 people to join the scheme who sign up quoting promotional code WBC2013 (2).

Senior figures from Warrington Borough Council, Brompton Dock and Virgin Trains unveiled the new facilities at Warrington Bank Quay station on Wednesday 31 July 2013.

Cllr Terry O'Neill, leader of Warrington Borough Council, said today: "These excellent new facilities mark a step forward in providing sustainable transport for people who live or work in Warrington, or who visit the town.

"The Brompton folding bike is an engineering achievement way out of proportion to its handy size, and the solar-powered dock is a fantastic example of tomorrow's technology making life more convenient for today's traveller.

"The facilities are a great new asset for Warrington. The Brompton Docks bring better choices in transport to more people, making it easier to use public transport, while helping the town to reduce its carbon footprint and cut traffic congestion."

Brompton Dock's managing director Harry Scrope commented: "Brompton Dock are delighted to be launching this three-dock scheme in conjunction with Warrington Borough Council. The Brompton folding bike opens up a myriad of new travel opportunities for business and leisure. By train or in the boot of your car, see how a Brompton can reduce your commute to Liverpool, Manchester, Birmingham and beyond. And for £2.50 a day, why not take it home?"

Virgin Trains station manager Keith Millard said: "This scheme is a great idea. One we are delighted to support and it's further evidence of our commitment to Warrington."

Mr Millard added: "Thanks to the support of the Department for Transport and Network Rail, Warrington Bank Quay has undergone a bit of a transformation with the newly refurbished ticket office, additional car parking spaces, longer platforms to accommodate our eleven-car Pendolino trains, and more recently improvements to both the subway and toilets.

"We're fully committed to any system that offers our customers greater flexibility for their onward journeys and we look forward to welcoming them and their Brompton bikes onto our network."

Those present at the launch also included Cllr Linda Dirir, the council's executive board member for transportation; John Nicol, programme manager for the Local Sustainable Transport Fund; and representatives of cycling development business Bikeright.

**JH**

## **MERSEY CONNECT (HALTON CURVE etc.) UPDATE**

Merseytravel are working on a Demand study for Halton curve and the Wrexham/Bidston, (Borderlands) Line and simultaneously seeking funding for a refresh of the GRIP 3 study for the Halton curve which is now almost 4 years old, (i.e. out of date?)

Readers may think to themselves – 'yes that's fine but we have been here before and nothing happened.' This is fair comment but we do detect a bigger groundswell of interest amongst stakeholders of which the Welsh Government are a new but significant member. All parties are showing a determination to take the project forward or abandon it once and for all if the figures do not

stack up. We remain confident that a much improved Benefit to Cost Ratio will emerge particularly as the wider benefits which Mersey Connect brings to the project are included.

The work which GHD and NCRUG have undertaken over the past 18 months has clearly shown that Halton curve re-instatement is the essential first stage of growing the economies of North and North East Wales and the Liverpool City Region through much improved transport links. We have identified the synergy which exists between these areas and the Welsh Government have been made aware of the fact that Liverpool City region, including Wirral, is more important to the north Wales economy than the latter is to that of south Wales. Hence the Wrexham/Bidston and Halton curve Demand studies.

The case which GHD/NCRUG are making is affected by the Saltney Junction/Wrexham North Junction re-doubling scheme. Readers may be aware that there has recently been considerable doubt about this scheme going forward for completion, as originally planned, for completion in 2015. After considerable turmoil between NE Wales politicians and the Welsh Government Transport Minister, Edwina Hart, a revised plan has emerged. This will mean that only 7 miles of track will be redoubled instead of the 9 miles originally planned. We understand the 2 miles of single track will start just north of the A485, (Wrexham bypass), bridge up to Wrexham North Junction. Whilst this reduces the capacity of the line from that originally planned, it will still give considerably more than is currently available. So the Mersey Connect, (Halton curve), project will benefit from the improved capacity which will become available in 2015.

The Ellesmere Port/Helsby line service is included in the Mersey Connect project and will benefit from Halton curve reinstatement as short through journeys to LJL Airport and the Atlantic Park Retail and Industrial area of Liverpool will be made possible. We are working with Chester University with regard to their new Engineering Faculty at Thornton which, with up to 1500 students, would benefit hugely from a decent rail service and, possibly, a new station.

Finally, Knowsley Council and JaguarLandRover, (JLR), are keen to open a station on the WCML at the JLR factory which, if Halton curve was open, would allow employees from North Cheshire, Chester, Wirral, NE Wales and North Wales to commute by train. We were surprised to learn, from JLR, that they have employees commuting, by road, from as far afield as Anglesey. Their car park is almost as big an area as the factory itself and some of it could be used more profitably if more employees used public transport to reach the factory thus freeing up space for factory extension.

All grist to the mill! We sincerely hope further good news will follow after the Demand studies are completed. Don't hold your breath but watch this space!

**CWG**

### **TRAINS ON THE HALTON CURVE**

Up until 1960's the Halton curve was extremely busy with both passenger and freight trains to and from Liverpool. Following the Beeching Report and electrification of the Liverpool to Crewe line in the mid 1960's services on the curve were gradually run down. The service from Chester to Liverpool was cut back to Runcorn Mainline with Liverpool passengers having to change to the Crewe to Liverpool local service.

The curve was also used for diversions when engineering or electrification work was taking place between Crewe and Halton junction. These diverted trains would run from Crewe to Chester, reverse around the triangle, then continue to Liverpool via Frodsham and the curve. It was an impressive sight to see the likes of a 'Princess Royal' Pacific with 15 coaches snaking round the curve on a Sunday with one of these trains.

Below is a typical list of departures from Liverpool Lime Street which would travel over the curve during the summer service in the late 1950's:-

06.34 am Rock Ferry, via Helsby	12.40 pm Llandudno (SO)
07.15 am Chester (SX)	01.30 pm Bangor (SO)
07.15 am Llandudno (SO)	01.35 pm Chester (SX)
07.42 am Llandudno (SO)	03.30 pm Chester
07.50 am Bangor (SX)	04.25 pm Afon Wen (SX)
08.25 am Pwllheli (SX)	04.25 pm Llandudno (SO)
09.15 am Llandudno (SO)	05.00 pm Holyhead
09.30 am Penychain (Butlins Holiday Camp) (SO)	05.32 pm Birkenhead Woodside (via Helsby) (SX)
10.30 am Llandudno (SO)	06.20 pm Chester
10.35 am Chester	07.40 pm Chester
	09.10 pm Chester (SX)
Note: SX = Saturdays Excepted	09.25 pm Chester (SO)
SO = Saturdays Only	10.30 pm Chester

It should be noted that many of these destinations can today only be reached by rail over tortuous alternative routes and involving a number of changes. Three stations, Penychain, Afon Wen and Birkenhead Woodside no longer exist.

It should also be noted that the 6.34 am to Rock Ferry and the 5.32 pm to Birkenhead Woodside traversed both the Halton curve and the Helsby to Ellesmere Port line. NCRUG have been campaigning for many years to re-instate Halton curve and to have a decent service on the Ellesmere Port/Helsby line.

There were similar services over the curve in the opposite direction, so it can be seen that it was a busy line in those days – a far cry from the current Parliamentary train which only runs, one way, Saturdays only and summer timetable only and without stops at Helsby and Frodsham.

## **WE**

### **HIGH SPEED 2**

Whilst nothing is certain until construction commences, it seems that, after a shaky start, the new high speed line is showing better prospects of being built. Not all see a new line as the best answer to solving the capacity crisis and improving connectivity between cities and towns but more detailed discussions are taking place and it is important that all views are taken into account.

The Treasury HS2 Task Force visited Liverpool on 8<sup>th</sup> January to ensure the economic benefits of high speed rail are maximised. However, remarks made by Lord Deighton, (chairman of the Task Force), after the meeting, spoke about maximising the advantages of Classic Compatible rolling stock rather than an HS2 service directly into Lime Street.

Geographically Liverpool is at a disadvantage to Manchester and a direct HS2 service will serve the latter but Liverpool will have to have Classic Compatible rolling stock in order to provide a direct service leaving HS2 south of Crewe. Manchester to London journey times will be significantly less than those proposed from Liverpool to London. This will have an adverse effect on future investment in Liverpool City region from external sources.

However, the writer believes a more strategic long term view needs to be considered in order to put Liverpool on an almost equal footing with Manchester and, indeed Wigan, (where HS2 will join the WCML) and Preston which will be within 15 minutes of HS2.

The solution would be to follow the thinking which took place to link Liverpool and the City Region to the Motorway network during the 1970's, namely construction of west/east Motorways M62 and M56. A west/east High Speed rail line, which should also accommodate freight between Liverpool Superport and the East Coast ports, will become necessary as capacity constraints and new freight requirements strangle the existing routes going eastwards.

So why not construct the western end of a High Speed line as far as HS2 initially thereby providing a through HS2 service between Liverpool, London, Birmingham and, of course, Manchester? Cost will, no doubt, be put forward as the main barrier as will insufficient platform lengths at Lime Street. These are not insurmountable barriers and, as the need for a west/east High Speed line becomes a necessity rather than an aspiration, in the not too distant future, inevitably a greater cost will be incurred if it is built later, particularly if passive provision is not made for a junction going west from HS2. The sooner it is done the less the cost and the earlier growth can be realised to the benefit of the whole of the North of England – one of reasons put forward for building HS2.

It is noted that the new CEO of HS2 Ltd, Sir David Higgins, has suggested building HS2 from the north, as well as from the south, and that this suggestion is supported by the Parliamentary Transport Select Committee. This is to be welcomed but it also means early resolution of the route choice in our area. We will be pleased to receive readers comments:- go to our website at:- [ncrug.org.uk](http://ncrug.org.uk).

## **CWG**

### **CORWEN EXTENSION PROGRESS – DECEMBER 2013**

Good progress has been made during the late autumn early winter when the volunteer workforce concentrated on the section west of Bonwm Halt site.

With materials on site and the road/railer machine available, the volunteer work force made rapid progress with track laying whilst a contractor provided continual supplies of ballast brought to the access point at Bonwm Gates. The work force began laying 60ft panels with concrete sleepers from near overbridge 28A. Heading eastwards towards the existing rail head which had been brought round from Plas Bonwm Farm, fifty panels were laid by early December with the volunteers working two days a week. By 14 December the railhead was at the site of the former Bonwm Halt having laid an impressive straight section of some 1000 yards. A final gap of just 67ft was closed before Christmas and a special occasion was arranged for 27 December when local community representatives were on site to see Cllr Huw Jones tighten up the golden fishplate. This link up completed a two mile section of track from west of Carrog, leaving just half a mile to complete the extension into Corwen.

As seen from the nearby A5 road, the sight of the work force in action, and the resulting track layout, has given encouragement to passers-by that the project will reach Corwen early in 2014. Work by contractors continued on the repair to overbridge 28A but the removal of their scaffolding on 13 January now allows progress west to be maintained in 2014. The development was crowned with success on 2 January when a ballast train propelled by Class 26 diesel No.D5310 came through to

Bonwm to drop stone. This was the first train at this location since the scrapman's train went through in 1968/9, a truly emotional moment!

However, it is now estimated there is a short fall of some 1000 concrete sleepers for the final stage of the track extension and funding to acquire a further supply is now the subject of an appeal organised by Mr Paul Bailey. A good response has been received from members and supporters on the basis that a sleeper and its fittings cost £20. ***Those wishing to contribute to this appeal should send a donation to: Mr P Bailey, Corwen Sleeper Appeal, Dolwen, Bryneglwys, Corwen, Denbighshire LL21 9LY. Cheques made payable to Llangollen Railway Trust Ltd.***

### **Corwen site developments**

At the site of the bilingual Dwyrain Corwen East station a major civil engineering project for the Corwen flood relief scheme was progressed throughout the autumn. This saw the railway embankment breached to allow for the installation of outflow pipes and associated drainage works such that access via the contractors' construction site was not possible. This work is due for completion in mid January and the Railway's contractors now have access to the embankment to install the foundations of the five coach platform.

Work on under pass bridge 29, now allows for access to the nature reserve, and the route for the visitors' footpath has been provided with a bridge across the drainage channel constructed adjacent to the station site.

There remains much to do in the New Year, including, of course, the final ballasting and tamping to pack and align the new track before the extension can be passed for the operation of trains. However, what has been achieved this autumn/winter, after so much earlier frustration, is very encouraging and a great credit to the volunteer work force which has undertaken the bulk of the physical effort to extend the track and repair the associated infrastructure.

If the present rate of progress can continue, subject to the acquisition of funds and material, not to forget the winter's weather, the arrival of a first train at the station site on 1<sup>st</sup> March 2014 remains a possibility. Whether this will be a passenger carrying train remains in doubt and an official date for commencement of train services has yet to be decided. Although the 2014 Llangollen Railway timetable leaflet includes the times of trains to and from Corwen their operation is subject to an announcement.

**George Jones** Llangollen Railway Trust Ltd

### **NEWS IN BRIEF**

- **Website:** Our new website is progressing well and we hope to have it up and running early in the New Year.
- **Ticket vending machines:** It is understood that the installation of the TVMs at local stations has been delayed in order to correct design faults.
- **Car park at Frodsham:** The two businesses at Frodsham station now have two dedicated parking spaces each following recent improvements.
- **Clock:** A replica clock has now been installed on the station side of the building at Frodsham and looks splendid. It was working well until a recent weather related, power interruption caused it to stop. Hopefully, this will be sorted after the Christmas and New Year holidays.
- **Helsby station:** Work on the old booking office may be brought forward as a potential tenant has been identified by Network Rail.
- **Platform 4 at Helsby:** A new shelter has been erected on platform 4 for the convenience of the handful of passengers that use the Ellesmere Port service. This complies with Northern Rail code of practice of providing shelters on all platforms used by their trains.

- **Inadequate shelter at Frodsham:** A former town and borough councillor recently pointed out the lack of seats in the shelter on platform 2. She was waiting for a train while recovering from an operation and needed to sit down. All the seats on the platform were wet from heavy overnight rain!
- **More fencing at Frodsham:** Following the successful installation of 10 metres of replica fencing at Frodsham Station last spring, NCRUG is actively trying to sort out a funding package for another length of fencing.
- **Annual General Meeting:** Attendance at our AGM in October was excellent this year. Chris Dawson, building surveyor with Network Rail gave an excellent presentation entitled a 'behind the scenes look at Frodsham and Helsby stations'.

**JB**

### **CHESHIRE BEST KEPT STATION AWARDS**

The Cheshire Best Kept Station winner was Plumley.

Prizes were presented by Mark Barker, recently retired from "Northern Rail." In his address Mark said "The Community Rail initiatives were very important to the railway industry and that these efforts were much appreciated, while the stations themselves formed gateways into the communities they served and informed invaluable impressions on those visiting locations in Cheshire."

John Hulme was the Master of Ceremonies in an event held at the Grange School ,Hartford on the 14th January. The event was well supported by the rail industry including our TOC, Arriva Trains Wales, with Geraint Morgan, Ben Davies and Kim Hawkins all in attendance to support NCRUG.

The hard work of NCRUG volunteers was well rewarded as all three of our stations won awards, as follows:-

<u>The Halton Award</u> * -	Runcorn East
<u>The Cheshire Celebrates Award</u> -	Frodsham
<u>The Roberts Bakery Special Award</u> -	Helsby

Other winners were Plumley, Handforth, Little Sutton, Hale, Chelford, Crewe, Knutsford, Ellesmere Port, Poynton, Nantwich, Northwich, Stockport, Alsager, Sandbach & Rose Hill.

\*This is a new award which reflects the progress made at this station as reported elsewhere in this Newsletter.

**JH**

### **ELLESMERE PORT AND LITTLE SUTTON STATIONS**

Ellesmere Port Station building is still shrouded in scaffolding and is likely to remain so for several weeks if not months after extra work was identified involving the chimneys. This has left the Friends feeling quite demoralised as passengers have been trampling all over the large garden destroying plants and the planters have been moved by contractors so all in all the station is not looking its best. Thankfully it was looking good for the North West In Bloom and Cheshire Best Kept Stations Awards judges!!

Ellesmere Port is holding an art festival in March & April 2014 and as part of this I am working with local schools who are designing new artwork for Ellesmere Port, Overpool and Little Sutton Stations – we are calling our rail art project *Alongside the Tracks*. The festival starts on March 6<sup>th</sup> so please do visit the stations and have a look. At Little Sutton the volunteers are painting a poppy field to make sure that we do have poppies on the station this year (tips on growing poppies are gratefully accepted!!) and Mike has recreated a picture showing men going off to war from the station.

I am also working with Matt Baker (Musical Director of Theatre in the Quarter, Mystery Plays & Handbag of Harmonies choir) to help him put on a choral commemoration of WW1 at Cheshire

stations including Helsby, Frodsham and Runcorn East. Watch out for further details of Over By Christmas and events in September.

**SB**

**URGENT REMINDER - 2014 SUBSCRIPTIONS**

A number of NCRUG members who were fully paid-up for last year {2013} have not yet paid their 2014 subscriptions. If you wish to continue your membership, please complete the form below and return as indicated. Your support is always much appreciated.

All subscriptions will be acknowledged by E-mail or by letter.

Name:-----

Address:-----

----- Post Code:-----

E Mail:-----

I /We enclose a cheque, payable to NCRUG.

Annual Subscription :- £6-00

Donation :- £.....

Total:- £.....

**Please forward to Philip Briggs, Membership Secretary, 10, HILLFIELD, FRODSHAM, WA6 6DA**

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**Visit our website: [www.NCRUG.ORG.UK](http://www.NCRUG.ORG.UK) to leave your comments, favourable or otherwise!**

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