

= Cheadle Hulme railway station =

Cheadle Hulme railway station is an open triangular station in Cheadle Hulme , Greater Manchester , England . It is on the West Coast Main Line and is operated by Northern .

Cheadle Hulme 's first railway station opened in 1842 , when the Manchester and Birmingham Railway to Crewe was completed . With the extension of the line to Macclesfield , and later Stoke @-@ on @-@ Trent , a new station opened in 1845 which has served the area since . The railway transformed it from a collection of small hamlets into a suburb of over 29 @,@ 000 people .

2011 saw the construction of pedestrian bridges linking all four platforms and lifts enabling disabled access .

= = History = =

= = = Background = = =

In 1833 Parliament approved the Grand Junction Railway , a railway line to connect Manchester and Birmingham . It opened in 1837 , after proposals had been made for more direct routes in 1830 and 1835 . The earlier schemes attracted little interest , but two proposals were put forward in late 1835 . The two companies , based in Manchester and Birmingham , had to negotiate with each other to develop the proposals , and they were altered somewhat over the next two years . In 1837 Parliament approved the final plans for lines to Crewe and Stoke . The companies merged to become the Manchester and Birmingham Railway company , and the first part of the line opened in June 1840 . It originally ran from a temporary station at Travis Street in Manchester , to a station in Heaton Norris just north of Stockport . A large viaduct was built over the River Mersey , and opened to trains on 10 May 1842 . It allowed services to be extended to Sandbach ; in the following August they reached Crewe . Also at this time , a new station opened to serve as the line 's northern terminus ; it later became Manchester Piccadilly . Edgeley railway station opened in February 1843 in response to complaints that the Heaton Norris station was " too inconvenient " , and it soon became Stockport 's busiest station . Three years later in 1846 the Manchester and Birmingham Railway company merged with two other companies to become the London and North Western Railway .

= = = Cheadle station = = =

The original Cheadle Hulme railway station on the Crewe line , about 0 @.@ 3 miles ( 0 @.@ 5 km ) south @-@ west of the current structure , was known simply as " Cheadle " . It was in use from May 1842 , following the opening of the viaduct . The station building , opposite the Hesketh Tavern public house , is now a private residence . It included a structure from which tickets were sold , and in the window of which a candle was lit to act as a signal during the hours of darkness . This structure , however , no longer exists .

When plans were made for a line to Stoke @-@ on @-@ Trent , it was originally intended for a branch to be built from Stockport to Macclesfield . Instead , the junction was built south at Cheadle Hulme . The line was constructed over four years : it opened for goods traffic as far as Poynton in June 1845 , and on 24 November it reached Macclesfield and was opened to the public . In June 1846 Parliament authorised the completion of the line to Stoke @-@ on @-@ Trent . By June 1849 the section between Congleton and Macclesfield was completed and the line was finished .

= = = New station = = =

After the Stoke line opened , the station was rebuilt north @-@ east at the junction so it could serve both lines . The new station opened on 9 June 1845 ; at first , southbound services ran to Crewe and Poynton . By November the line had been extended to Macclesfield , and by 1849 , when the

original station closed , it had reached Stoke @-@ on @-@ Trent . The new station had four platforms , and was served by trains running between Manchester and Crewe or Stoke @-@ on @-@ Trent . It was renamed Cheadle Hulme in 1866 , to avoid confusion with Cheadle LNW railway station which opened the same year .

Before the arrival of the railway , Cheadle Hulme was a rural and agricultural cluster of hamlets . The railway brought a huge influx of people to the area , and provided opportunities for residents to work in places such as Manchester . Cheadle Hulme gradually grew to become a large suburb of over 29 @, @ 000 people thanks to the railway .

= = = Derailments = = =

A special train - known as the " Lollipop Express " - carrying 234 school children from Gnosall , Stafford to York for a day trip derailed at the station on 28 May 1964 . Three people , including two children , were killed and 27 were injured . The bridge , which carried the line between Macclesfield and Stoke , was in the process of being reconstructed . Passing trains were restricted to a temporary speed limit of 10 miles per hour ( 16 @. @ 1 km / h ) . A hearing determined that the train 's excessive speed had caused the derailment because the train driver was not aware of the speed restriction .

In July 1969 , there was another derailment near Cheadle Hulme involving a freight diesel locomotive . It injured no one but blocked services to Crewe and Stoke @-@ on @-@ Trent for several hours .

= = = Alterations = = =

The original station , as it remains in 2009 , was sited above road level . The station office was located on the platform " island " that forms platforms 2 and 3 , which were accessed by a flight of stairs where the ticket office is now . Passengers accessed the other two platforms by a footbridge , which was removed after the lines were electrified . Cheadle Hulme was also used as a goods depot until 31 October 1964 , when goods trains were withdrawn . The goods yard is now a car park .

The lines to Crewe and Stoke @-@ on @-@ Trent were electrified in 1960 and 1967 respectively . In 1963 , due to the growing amount of traffic travelling down Station Road , it was decided that the parts of the road that pass under the bridges should be widened , as they were becoming a bottleneck . The bridge carrying the line to Stoke was upgraded first . The road under it was more than doubled in width , and the bridge height was increased by 3 feet ( 0 @. @ 9 m ) allowing double @-@ decker buses to pass underneath .

Work on the second bridge commenced on 8 June 1965 , increasing the height and width in accordance with Ministry of Transport requirements . Around this time , the station itself was upgraded : the platforms were demolished and replaced , and new waiting shelters were erected . A new booking office , facing Station Road and approached by a flight of stairs , was built alongside a new booking lobby , toilets and staff accommodation . New entrances to the platforms were built , and the entire station was installed with electric lighting . Station Road was significantly widened and rerouted slightly in 1967 in a further attempt to accommodate increasing traffic .

Following the privatisation of British Rail , the station operation was taken over by Railtrack , and later First North Western until 2004 when it was taken over by Northern . In 1996 Railtrack launched a £ 1 billion programme to restore and renovate every station it operated . Cheadle Hulme had £ 1 @. @ 2 million spent on repairs to its platforms , buildings and waiting shelters , and new lighting installed throughout the station . Stephen Day , the Member of Parliament ( MP ) for Cheadle Hulme , opened the updated station in March 1998 . The junction itself was revamped in 2000 and the signal box was removed , having been superseded by a central signalling point at Stockport station . In 2011 , major work was carried out after years of campaigns , with the construction of pedestrian bridges connecting all four platforms , and lifts enabling disabled access to the platforms .

= = Services = =

The station 's four platforms are all accessed via stairs ? access to platform 1 is next to Pimlott 's butchers , access to platforms 2 and 3 is through the ticket office , and access to platform 4 is near the Platform 5 public house .

Northern provides passenger services . Three trains per hour run northeastwards to Manchester Piccadilly . In the other direction , trains run hourly on the Stoke line ( serving all stations to Kidsgrove , then Stoke ) . On the Crewe line , one train per hour runs to Alderley Edge serving all stations , and one train per hour serves the same stations and continues to Crewe .