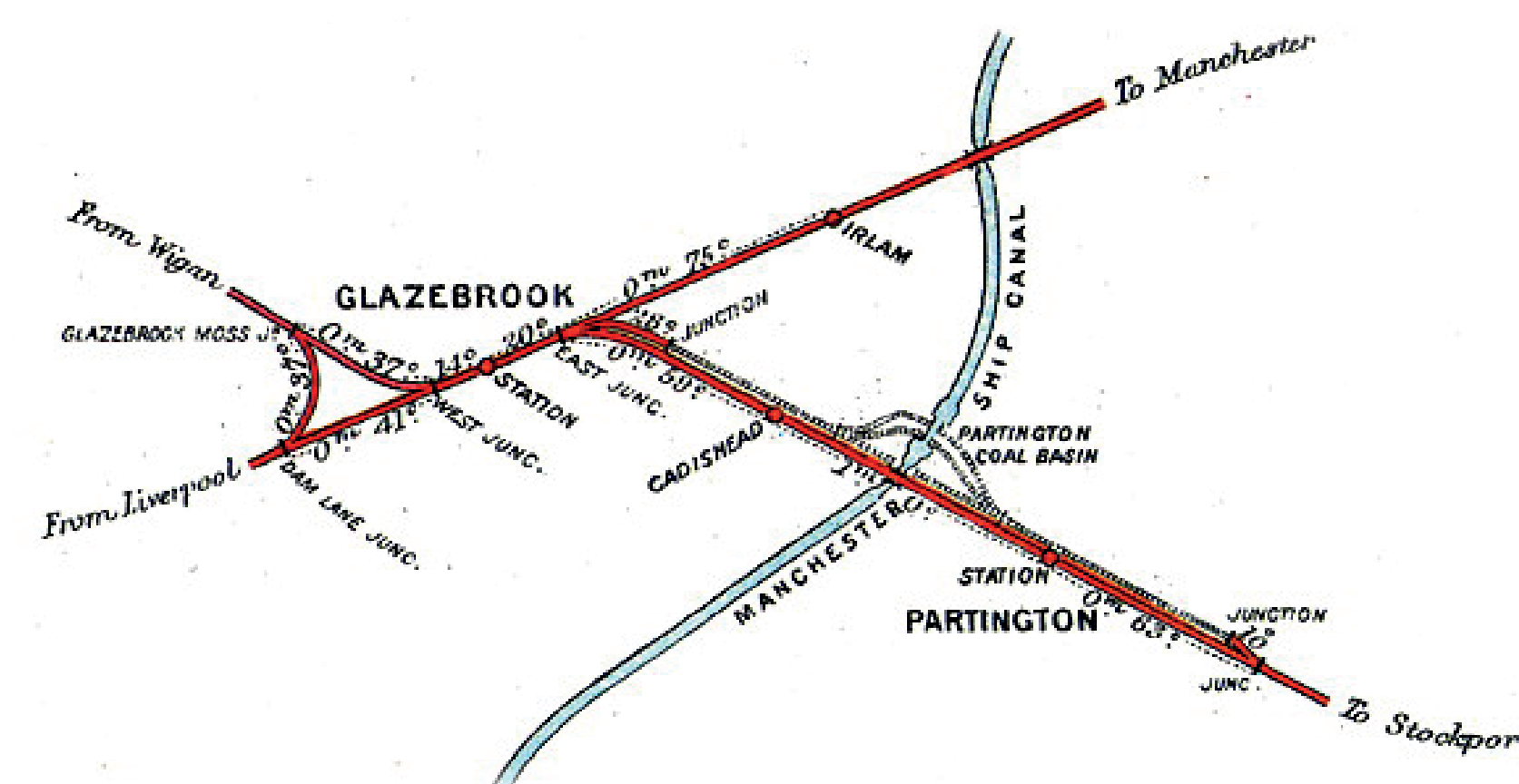


CADISHEAD STATION

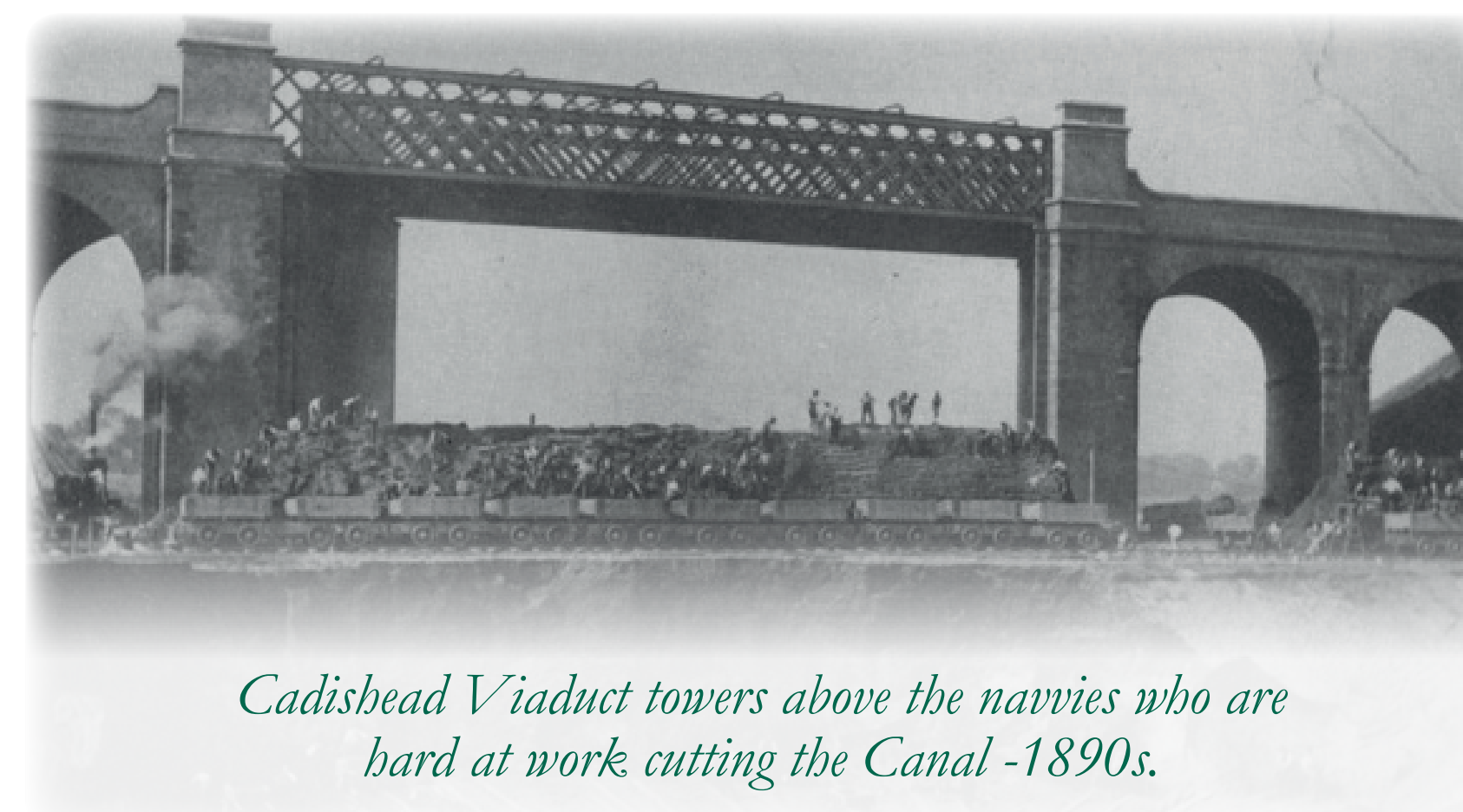
The bridges you see either side of you were once important rail transport links for the district and beyond.

The low level bridge (to your right) is the oldest, once carrying the rail line that stretched from Glazebrook East Junction to Timperley and on to Stockport (Tiviot Dale). This line opened, along with the main Manchester to Liverpool line, in March 1873.



This line was primarily used for goods, but it wasn't long before Cadishead's first passenger station was opened on 1st September 1873. Local industry during this time was still in its infancy with the population of Irlam and Cadishead being under 3,000. Unfortunately the station was

underused and consequently only six years later on 31st July 1879 the station closed. For the next fourteen years passengers wishing to go to Cadishead had to disembark at Irlam Station, which was renamed Irlam and Cadishead.



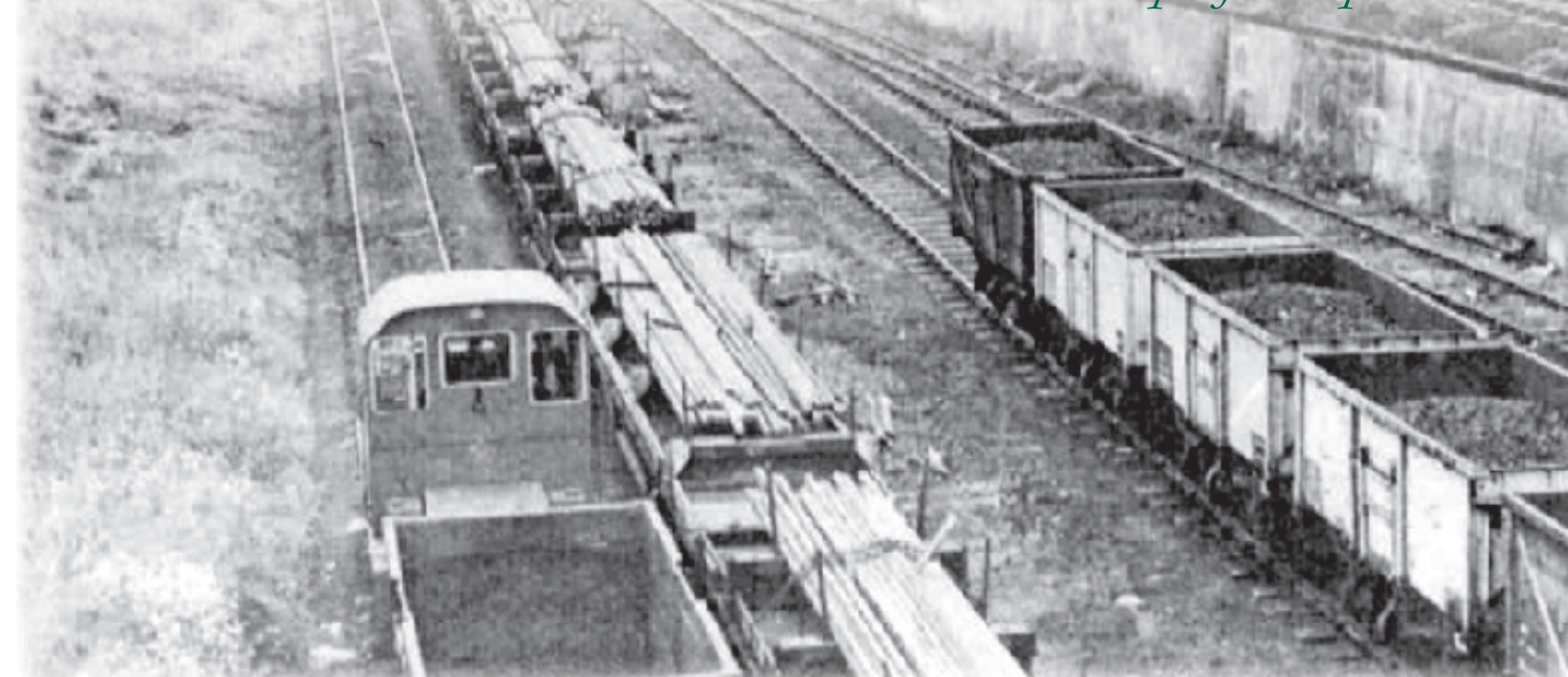
Cadishead Viaduct towers above the navvies who are hard at work cutting the Canal -1890s.

The introduction of the Manchester Ship Canal (MSC) in the 1890s, which took 6 years to complete, was a major feat of engineering - requiring the diversion and elevation of the original rail line, which had to be rebuilt up to a height that would allow sea going vessels to pass underneath it. This involved the building of a viaduct over the Canal and the construction of a new deviated length of track adjacent to the original one, which was carried over

Liverpool Road on a new high level bridge (to your left). Imagine the hustle and bustle during this period as hundreds of labourers worked to raise the line for over 1 mile all the way from the Canal back to the main Manchester - Liverpool line at Glazebrook East Junction.

With the construction of the Canal the original course of the rail line was split into two, but the section from the Canal to Glazebrook East Junction was retained by the MSC for the transportation of goods.

View from Sandy Lane Bridge down the original 1873 line towards Cadishead Station showing the line and sidings used by the MSC. The new elevated main line can be seen at the top of the picture.



With rail works completed the new elevated line opened for freight on 27th February 1893. Cadishead's second station was built on the new line and a passenger service

re-opened on 29th May 1893. The new station, built high up on the embankment, was accessed via sloping paths either side of the high level bridge through brick gateways on Liverpool Road.

Cadishead's second station under construction in 1891. Both the buildings and platforms were of timber construction. The track seen running through the station is a temporary contractor's line.



The combination of the railways and the canal turned the district into a major industrial area and the growth in industry was reflected in the large influx of people. In just over a decade the population increased from around 4,000 at the turn of the century to 8,000 just before the outbreak of the First World War in 1914.

Due to the area's heavy industry the old line remained in use for transporting coal to the Partington North Coaling Basin,

View of the old and new rail lines as seen looking down Liverpool Road. The words Cheshire Lines Station can be seen on the higher bridge. The George Hotel is on the left and the Working Men's Club and Lancashire and Yorkshire Bank are on the right.



oil products for British Tar, coal and limestone into the Steelworks and for exporting finished steel products. The old line also connected to the MSC canal-side railway which had many locos based at the North Coaling Basin that would have regularly crossed the low-level bridge heading for the sidings and main line at Glazebrook East Junction.

Glazebrook East Junction as it joins the main line, with MSC and Steelworks sidings on the left. Image taken from Sandy Lane Bridge in 1977.



On the 1st January 1948 the line became part of the nationalised British Railways (London Midland Region). By the 1950s the station had lost its canopies and its timber platforms had been replaced by concrete.



Workers returning to Wigan in 1964 - Cadishead's second station.

The 'Re-shaping of Britain's Railways Report' of 1963, which became known as the 'Beeching Report' recommended that passenger services be withdrawn once again from Cadishead. The following year the last passenger service ran on 28th November 1964. With passenger services withdrawn, Cadishead and all stations to Stockport (Tiviot Dale) closed.

1873 – 1964

Though no longer used for passengers, the line was still a major goods route linking Liverpool Docks with the coal fields of Yorkshire via the Woodhead Tunnel and remained in use until the North Coaling Basin closed in July 1981. The line finally closed on 3rd October 1982 along with the viaduct over the canal.

Ironically the original low-level line from 1873 outlived the high-level line, only closing in the mid 1990s when British Tar closed.

The Liverpool platform gateway to Cadishead's second station on the last day of service 28th November 1964. The British Railways notice board has the closure notice on.



More images of this and other local industries can be seen in the Station House, along with artefacts and artwork reflecting the district's heritage.

Acknowledgements: Irlam and Cadishead Local History Society

For further information about the history of Irlam and Cadishead visit: www.irlamandcadishead.net