

Ramblings

Trafford Ramblers Newsletter

rtgmembership@yahoo.co.uk

<http://www.ramblers-trafford.co.uk/>

LOCKDOWN 3 Edition *local*



The
Supreme
Leader is



walking
from
home for
now.

Return to small group walks?

Recent announcements by the government seem to suggest that in the not too distant future (Easter? May?) we will be allowed to return to outdoor activities. We await guidance from the Ramblers.

But then we each have to decide what we are comfortable with. Particularly our walk leaders. Although the vaccine does (seem to) protect each of us from moderate/severe disease it is not a silver bullet.

We will return to group walks but we must do this in a safe way for the benefit of everyone. So please send your proposed walks to our walks coordinator, Rosie as soon as we are given the go ahead.

Richard

Walking Fest 2021

To celebrate Ramblers Trafford Anniversary, now 10years +1 because of the pandemic, it is our intention to organise a 3 day walking festival. This will be walks that are easily travelled too within the day and will be of varied lengths.

On day 3 there will be a pub meal in the early afternoon. It is our hope that this will be in late June or early July. Suggestions for walks are very welcome. Please look out for advance notice on

WhatsApp, email or newsletter.

Stay safe and keep walking.

Vicky

Footpath Success

Ramblers Manchester Area are using part of their "Bridges and Stiles" funds to support the Highways Authority replacement of stiles with Kissing gates in Trafford. June Mabon our footpath secretary after consultation proposed two on a footpath that is a route to a high school and two on Dunham Massey wider estate.

Trafford Ramblers Footpath team help to monitor and maintain paths in Trafford and won the Ramblers Presidents Volunteer Award previously

Looking ahead!

We are looking forward to when we will be able to resume group walks, both the Thursday walks and Saturday Strollers. Proposals for Thursday walks are welcome any time so that we can put a programme together quickly when we get the go-ahead. In particular walks in Greater Manchester, in case we are restricted to this area again. We have also had two suggestions for new innovations in addition to the Thursday walks:

Andy has proposed a 4-seasons series of walks so we can enjoy the changing seasons. Initially one a month, but if enough leaders came forward, more could be programmed in due course. Each walk would be offered once per season. For example a walk in March would also be offered by the same leader in June, September and December. These would be on a different day to the Thursday walks, to attract members who are not available on Thursdays and those who would like the option of some additional walks.

Secondly, Kath T has offered to lead a day-walk in the Lake District, when a run of good weather is forecast. For those open to a long drive, it would be an opportunity to walk in a wonderful area.

Please let us know if these new ideas appeal, and if you would be interested in leading a 4-season walk, so that we can gauge the level of interest. Suggestions for suitable days of the week would also be welcome. Thank you.

Rosie, Walks coordinator.

Email rghurley88@gmail.com

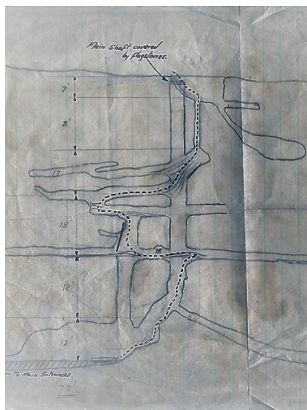
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Walking down memory lane to the Sandhills by Vicky

We moved house to Alderley Edge only months before the start of the pandemic, a difficult time to move. I knew the area well fortunately having spent my formative years at Nether Alderley primary school. This was a lovely little rural school with 70 pupils in three classes. We worked hard all morning doing the three "R"s. The lesson I most hated was "copperplate" handwriting with a nib and inkwell an absolute nightmare not to get inkblots all over your work. Of course my writing has now degenerated to scrawl.



The afternoon lessons were fortunately mainly great, with geography, history, and my favourite, nature. When the weather was good this would mean a lovely nature walk up Alderley Edge in our class crocodile to collect leaves, acorns conkers flowers and seed heads to draw and learn about later in class. I was always entranced with the beauty of the sandstone rocks and the majestic beech trees seeming to grow straight out of them. But the absolutely most impressive part of the walk was the Sandhills. These were impossibly massive mountains of sand in a clearing in the woods. I often wondered where they came from.



1950 Brynlow Mine

As a child I knew there were mines under the woods of Alderley Edge as occasionally an over adventurous child or dog would get lost and have to be rescued. However I had no idea how extensive they were, many miles and with huge caverns. Mining for copper had been going since the bronze age right up until the 1920s. In the later years the ore was less rich in copper and had to be extracted with acid. This generated huge amounts of sand waste which was heaped in the forest, of course. I have since learnt these were heaps 100ft high!



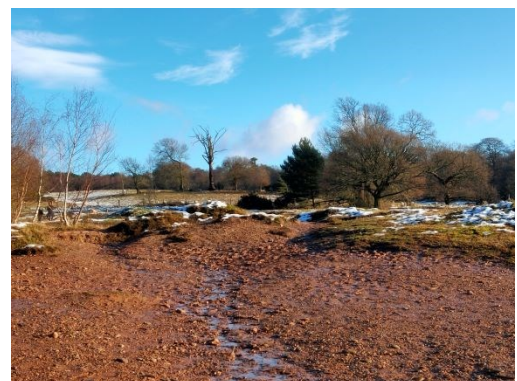
But the Sandhills were a "child of the fifties" dream day out. To take a tin tea tray (yes, we are talking pre plastic, of course) to the top of the hill and hurtle down was the best thing ever. You had to wear your oldest clothes or risk certain death from your mother, as not only did they get ruined from the sand but also from the acid.

Sadly in the sixties the Sandhills were slowly eaten away by the lorry load, carted off to build the M6 and the runway at Manchester airport. Now all that remains is an undulating sandy field on the hillside. But the flora is almost unique because of the continued acidity of the soil. And an archaeological dig of the area has revealed many interesting objects including 1950s dinky toys, lost by children over the decade.

This open part of the wood I now regularly visited with our new puppy and is a good place to sit with a thermos of coffee and remember the days of my youth when it was always sunny.



1950 Postcard of 100 ft high Sandhills



Sandhills today

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A history of Woodheys Park, Sale

Woodheys Park in Sale is tucked away about half a mile from the busy A56. I only discovered it when our walks were curtailed by the pandemic. The park connects with the footpath along Sinderland Brook which eventually leads on to Carrington Moss, so a visit can easily be included in a longer walk.

The starting point is from opposite the Pelican pub on Washway Road. Go through the metal gate which leads onto the path along the north side of Sinderland Brook and there are two access gates to Woodheys Park as you continue along the footpath. Alternatively use the main park gates at the top of Chestnut Drive. There is also a small car park off Kenmore Road.

Chestnut Drive and the rest of the Woodheys estate, which the park serves, was built in the 1930s. What may not be known is that this area was formerly the site of Woodheys Hall, a 17th century mansion with extensive gardens and farmland. It was built by a merchant named Richard Siddall and the family are remembered in the name of the bridge over Sinderland Brook on the A56, which is still called Siddall's Bridge. A plaque on the bridge reads:

This bridge was built in 1765 when Washway Road was widened to form part of the Turnpike from Manchester to Altrincham. The bridge takes its name from the Siddall family of nearby Woodhey. Re-opened following major refurbishment by Councilor A.K. Davies Chairman of the Technical Services Committee 6th January 1995.



In the 18th century Woodheys Hall was owned by the Wainman family, and for a long time was known as Wainman's Hall. They were a wealthy Yorkshire family who had made their fortune in wool and also owned property in Cheshire and Manchester.

Through the 19th century the area around Woodheys Hall was mainly farmland with a few farmhouses and cottages along the A56, together with an earlier Pelican pub, and a new road, The Avenue, built in 1850. There was another large house just north of Woodheys Hall, Tyntesfield, which is now the site of Tyntesfield Primary School. Washway Farm was opposite Tyntesfield, and Brookside Farm, now the Stamford Brook estate, was on the other side of Sinderland Brook to Woodheys Hall. A house named Woodheys was built nearby, which must have been difficult for the Post Office. Other parts of Sale and Timperley began to be developed after the railway line from Manchester to Altrincham railway was opened in 1849, but this area was not developed until the building boom of the 1930s.

William Wainman died in 1850 and the hall was sold at auction in 1859. In addition to the mansion there was a cottage, washhouse, brewhouse, five stables, coach houses, outbuildings, gardens, hothouse and greenhouses, wooded grounds and garden walls covered in fruit trees. It was bought by Robert Preston Gill, a wine and spirit merchant from Manchester, and his family remained at Woodheys Hall until the 20th century.

By 1927, probably in need of refurbishment and too large for any family to take on, the hall was demolished, and in the 1930s the Woodheys estate was built on the land, five roads of semi-detached and detached houses.



The area which is now Woodheys Park was left as open space, and known locally as Pinky Park. It was made into a more formal park in about 1970. It has a pitch and putt area, football pitch, children's play area and small orchard. The western end is woodland (very muddy in wet weather) which leads onto Sinderland Brook.

Why is Woodheys Park called Pinky Park? Well, according to a recent Facebook discussion it could be because pigs from the nearby farm used to stray onto the land, or the bridge over Sinderland Brook was called Pinky Bridge, or the farmer's name was Pinkerton, or chemicals leached into the water and turned it pink, or the colour of the sand at the bottom of the brook was pink. Take your pick and enjoy the park!

Woodland at Woodheys Park

Rosie

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Trafford QUIZ

- | | |
|--|---|
| 1. What is the tallest hill in the peak district? | 12. Who from Jamiroquai was born in Stretford? |
| 2. What is the height of Salisbury cathedral Spire in feet? | 13. What Is Benny Rothman of Timperley famous for doing in 1932. |
| 3. Where did George Mallory first practice his climbing. | 14. Where is the street which had the most enlisted men in the first world war? "The Bravest Little Street in England" |
| 4. Which famous aviator was born in Stretford Memorial Hospital | 15. Which famous artist was born in Stretford |
| 5. Where in the 1950s did they train for climbing Everest. | 16. When was Altrincham's first Charter? |
| 6. How long is the Pennine way? | 17. How many Blue Plaques are there in Trafford. |
| 7. How many volumes of Wainwright's Pictorial Guide to the Lakeland Fells are there? | 18. Where is the Millenium Wood? |
| 8. How long is the Bridgewater canal | 19. How long is the Trans Pennine Trail? |
| 9. Which was the first NHS Hospital. | 20. Who is the current chair of the Ramblers? |
| 10. Where is it always said Rolls met Royce? | 21. Where is the home of the Vegetarian Society? |
| 11. Where was Morrissey Born? | |

Answers at the base of the page

The Manchester Green Trail

In 2012, Ramblers volunteers worked with Manchester City Council, City of Trees, Living Streets and Transport for Greater Manchester to create the Manchester Green Trail. The 14 routes that make up the network connect residents to parks and green spaces across Manchester, linking in with quieter urban streets and public transport links. Ramblers volunteers checked each route, suggested improvements, developed maps and route descriptions, and organised free led walks to encourage people to explore their city.

Further information on <https://gmwalking.co.uk/>

National Parks

Angela

The first National Park in the world was Yellowstone in the USA in 1872. We had to wait just over 80 years to get our first National Park the Peak District in 1951 The Peak District is close to us and many of our RTG walks are there and always very enjoyable. National Parks are protected by law from adverse development and are beautiful places for walking.

The UK is a small island nation with a great variety of landscapes. We have 10 National Parks in England as follows with their dates of designation: Peak District Lake District and Dartmoor (1951) N. Yorks Moors (1952) Exmoor (1954) Yorks Dales(1954) Northumberland 1956 The Norfolk Broads 1988 New Forest 2004 and South Downs 2010. Wales has 3- Snowdonia 1951 Brecon Beacons1956 and Pembrokeshire Coast 1952. Scotland was one of the last countries in the world to have National Parks and now has 2- Loch Lomond and the Trossachs 2002 and Cairngorms 2003.

There is a great variety of fantastic scenery in these Parks including mountains moorland coast lakes and rivers.

There are many trails and footpaths in our Parks which make them so good for walking and include some long distance routes. There are 2 trails I can strongly recommend which I did many years ago.

Wainwrights Coast to Coast from St Bees in Cumbria to Robin Hoods Bay which crosses 3 Parks-Lake District Yorks Dales and N Yorks Moors. The latter is spectacular in August when the heather is in bloom. The Pennine Way also crosses 3 Parks Peak District Yorks Dales and Northumberland. Of course we can still enjoy them with shorter day hikes.

- | | | | |
|--|------------------------------------|--|--|
| 1. Kinder Scout at 636 metres (2,087 ft) | 9. Park Hospital, Urmston | 17. 23 | Grid ref SJ761921 West of Manor Avenue |
| 2. 404 ft | 10. Midland Hotel Manchester | 18. 23 | |
| 3. Moberley Church | 11. Davyhulme | 19. 215 Miles, 370 Miles if branches are in- | |
| 4. Alcock | 12. Jay Kay | 20. Kate Ashbrook | |
| 5. Snowdonia. Pen-y-Gwryd Hotel | 13. Organiser of the mass trespass | 21. Dunham Road, Altrincham | |
| 6. 431.3km, 268 miles | 14. Chapel Street Altrincham | | |
| 7. Seven | 15. L S Lowry | | |
| 8. 65.9km 41 miles | 16. 1290 | | |

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WALKING THE LINE (PT 1) by Terry

I have both walked and cycled in and around the area of the old railway track, never considering its history other than it being a once active railway line. However, that changed when I read an article in the local press three years ago regarding the funding to reopen this route. The article stated that the Stockport to Cadishead line could be resurrected as a possible steam heritage project with pedestrian and cycle provision and maybe Metro involvement. I thought little more about it because it seemed an unlikely project with private finance being restricted and opposition that would almost certainly be generated by the NIMBY tribe. A grandson asked me if the route locally was fit for cycling and that stirred me to take a closer look. The group looking to reopen it want to rebuild a station at West Timperley and one at Partington, so with that in mind and a little more research I set off.

I started from the Bridgewater canal the line comes in from the right having crossed over the Altrincham-Bury line from Stockport. Turning left beneath the embankment you walk toward the A56 along the path that passes between the embankment and the playing field where the line eventually crosses to West Timperley station. The bridges are sealed off for safety, but you can find access onto the embankment if you wish to explore the short stretch between them both



Attenbury lane bridge left gives you a safer scramble access onto the embankment allowing you to wander between the two points, returning via the above bridge. Not sure of the legality though!



Right is the former entrance to West Timperley railway station, opposite the Ford garage, the ramp went up in front of the now pristine white railway cottages. Passengers, based on an 1897 map, used steps either side of the bridge from the main road to the platforms. Access to the line today is from Lindsell road via an alley way and you have to walk back through the undergrowth to view the remains of the platforms and rails. This has to be a major problem for developing a new station in its original location. The alley way access crosses the line to Turnbull road, below right, on the Stamford Brook estate. A 1936 OS map shows this as an underpass!? The path that crosses the line is a right of way however the track bed is not designated as such. Paths run adjacent to much of the route on its south side as well as some of the line. I believe BR still has ownership of this narrow strip of land along its length.

The shot on the right, taken 1960ish is looking west away from the bridge the station building is on the left near the photo taker. The line and station were closed to passengers during the Beeching cuts in 1964. The line closed to freight in the mid-1980s. Remains of rail and sleepers are present for the first half mile or so and then very few tangible remains are to be seen for the remainder of the scramble.



Left picture, Path looking down from remaining single track.

Right picture Warning sign adjacent to track on left.

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The station as it is today. Photo on right looking back to the A56 bridge the first is looking west. Taken in January 2021 when the undergrowth was less invasive. I like to see a station in bloom, but this is ridiculous !



The line continues west skirting to the south of what is now a housing estate at Stamford Brook under a sizeable modern road bridge and then proceeds alongside the Sinderland Road Refuse Reclamation site where the line kinks very slightly to the right. The trees and undergrowth, in the summer, start to crowd in on you and although the land either side of the narrow strip of railway is pleasantly rural you see little evidence of it. As the local people are aware Stamford Brook Meadow sits on the northern side of the track created to sustain wild life and provide a pleasant environment for casual walkers in the area. I believe builders were prevented from developing this land because of the close proximity to the tip as well as from a vocal public taking a stand. Two paths join the rail track from the meadow. Continuing along the line the Woodcote road bridge looms, this gives access to the refuse tip; under which two lines plus the Sinderland brook pass. The bridges along the route are more substantial than you first realise from above. Hopefully this is a positive indicator for any attempts to reclaim the line as it may require less financial intervention.

Right Turnbull road bridge at Stamford Brook.



Path crossing trackway from Sinderland road entering Stamford Meadow through gate.

right track bed continuing west.



The five farm tracks that cross the railway line beyond Stamford Brook, south to north, form part of the grid layout of trackways on Carrington Moss. In the 19th century the area became a dumping ground (pun intended) for night soil taken out of the city of Manchester the product transported mainly via the ship canal to Carrington Wharf and put-on wagons to connect with the tramways via a light railway system. The long east/ west track known as Ashton road is the most prominent of the tracks. The rail link from West Timperly was also utilised coming in from Manchester via Cornbrook. Well over a million tons of Man-union waste helped fertilize what is now quality agricultural land.

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Below is Woodcote road bridge leading into the Sinderland road refuse facility.

Passing the tip, the track bed is walkable but becomes more entangled with growth on approaching the Birch road crossing. This is the only metalled road crossing the moss from Sinderland road passing MUFC training ground and exiting opposite the Flixton mile.

Sinderland Brook crosses beneath the track north south skirting Partington and Warburton when it becomes known as the Red Brook.



These are the only remains of the crossing that once stood on Birch road.

This is looking north toward Carrington Moss.



To help raise awareness, and much-needed funding, Kinder Mountain Rescue Team (KMRT) has joined forces with Manchester-based actor Adrian Palmer to put on a special performance, via Zoom, to bring nature lovers and hikers together, for a great cause. On February 27th at 7.30pm, Adrian will perform a special Story Circle, with a dramatic reading

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Link to Youtube video taster from Adrian Palmer. <https://www.youtube.com/watch?v=DkQs6nrf-1I>