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09/10/2017

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Order forms and posters can be downloaded from our website:

www.keswickrailway.com



return to KESWICK



...on a modern train from your station !

We are working to re-build 18 miles of railway to provide Keswick, centre of the North Lakes, with an all day, every day modern train service for residents and visitors

Around £400,000 was raised from the sale of Bonds
Engineering Design work was followed by an
Environmental Impact Assessment and Business Case reports
Next we need to apply for a Transport and Works Order
After which, construction can start.

The line will be re-opened all in one go between Keswick and Penrith to connect into the national railway network.

After closure in 1972, track was removed and land was sold off, but about 90% of the trackbed is still undamaged.

Some frequently asked questions:

1. Will it be a steam railway?

Regular, modern trains will link Keswick with other parts of the UK. The service must reduce pressure on local roads and car parking. Additional Heritage trains can be considered for special occasions.

2. Aren't all the bridges missing ?

The river bridges east of Keswick are used as part of the Railway path and C2C cycle route (Sustrans and National Park managed). 2 bridges were lost during Storm Desmond in December 2015. Mosedale and Penruddock viaducts are well maintained. Most of the other 80+ structures are intact or can be reinstated.

3. What about the Railway Footpath ?

The Railway and Path will both be important for the local economy. We plan for a railway and path between Keswick and Threlkeld. Linear walks with a return by train would be possible.

4. Hasn't the A66 road been built over the line ?

The road and railway simply cross in three places. A bridge has been designed to go over the A66 near Penruddock. At Threlkeld a new bridge under the A66 is possible. The tunnel near Keswick under the A66 is complete, but hidden.

www.keswickrailway.com

5. What about buildings blocking the line ?

Some developments at Flusco Industrial Park will make re-instatement more difficult and more expensive, but not impossible. Elsewhere, a few small storage buildings need to be moved. Penruddock station has been developed as a housing estate and gas storage depot, but can be by-passed quite simply.

6. Wasn't Keswick station demolished ?

One platform remains, the buildings and canopy have been restored for use by the Hotel. The station could be used by rail passengers and Hotel guests without conflict. A second platform could be provided to handle extra trains.

7. Didn't the line close because it was uneconomic ?

The line closed to allow the A66 road to be built. The timetable was never modernised, only the trains. Fares to and from Keswick covered the line's costs. Different statistics were used to justify closure.

8. Will it need lots of subsidy?

The construction costs have all been calculated in detail by Engineers and specialists from Corus Rail Infrastructure Services. Methods of financing construction have been discussed. Market Research and studies suggest that between 250,000 and 450,000 passengers per annum are likely. Train Operators can cover their costs at these levels. Good Benefit to Cost ratios have been calculated.

9. Who will build and run the Railway ?

CKP Railways plc intend to manage the line. Construction will be carried out through Contractors. National Network Train Operators will run the service, allowing through tickets and trains to and from most UK stations. The line will join on to Network Rail's lines at Penrith.

10. Is this project part of Network Rail or the Government's plans ?

The Government only manages large national strategic rail projects. This is an independent project designed to meet a regional need. Local people, businesses and other supporters have provided all the development funds - no Lottery funds or public grants. Keswick Town Council is the project's public sector "Champion". The Lake District National Park Authority is also supportive. Cumbria County Council is the local "Transport Authority" and must support the Project for it to succeed.

To help maintain political support for this Project,

please write with your views why the line should re-open, to:

Chairman,	Cumbria County Council,	Carlisle,	CA1 1RD
Chairman,	Allerdale Borough Council,	Workington,	CA14 3YJ
Chairman,	Eden District Council,	Penrith,	CA11 7QF
Chairman,	Lake District National Park Authority,	Kendal,	LA9 7RL
MP for Copeland,	House of Commons,	London,	SW1A 0AA
MP for Penrith and the Border,	House of Commons,	London,	SW1A 0AA

Lots of letters are more effective than a few petitions

HOW CAN I SUPPORT THE RAILWAY PROJECT ?

£10 buys a year's subscription to our Newsletter, called "Update", usually produced about three times each year - more often when there are significant developments. Updates are distributed by post or e-mail.

For £14.00 you can buy the DVD "Trains to Keswick" - film of the line, trains, interviews with staff and local people, made just before closure in 1972. This was previously produced as a VHS video which is no longer available. The DVD includes some extra material and was re-mastered.

For £20 you can buy a copy of the case study which gives statistics, the technical and commercial justification for the rebuilding project, and even some aerial photographs of the line.

Profits on every item help support the project to rebuild the railway between Keswick and Penrith.

Please use the form on the back of this leaflet and send it with your cheque or Postal Order to:

**Iceni Enterprises Ltd
1 Solway Park
CARLISLE
Cumbria
CA2 6TH
United Kingdom**

If you are on the e-mail list for Updates, you can also receive any urgent notices or news.

You can also make donations through Paypal or from a debit or credit card on the website: