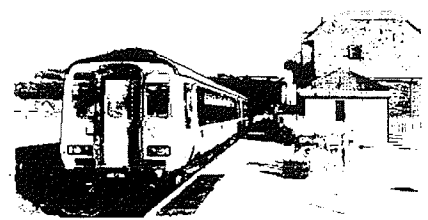




# return to **KESWICK**



## ...on a modern train from your station !

*UPDATE NUMBER 21.*

*SUMMER 2002.*

### VISIONS OF THE FUTURE !

Corus Rail Consultancy have completed an outline design for the line, including options for increasing the speed and overcoming some of the damage done to the route since closure. This information is being compiled into a "Scheme Description Report", a significant part of the Transport and Works Order application.

In the meantime there is a need to display what is being proposed - at exhibitions and for consultation purposes. To help with this process, Corus are creating a "Virtual Reality" model of the Keswick station site. This will be capable of being shown to interested audiences and provide views of the Keswick station site from all possible angles.

The Keswick station site is smaller than it used to be, mainly because of the presence of the Leisure Pool at the western end, but is still capable of accommodating a variety of train services and providing a wide range of good facilities for passengers. This is quite difficult to explain verbally or with conventional plans - the 3 dimensional views will be much more helpful.

Quite independently, one of the project's many supporters, Catherine Helvin, has produced a tapestry showing an Arriva "Super Sprinter" train at Keswick station on a spring morning. Catherine wants this to be used to raise the profile of the project and we are currently seeking a suitable home for it - where it can be seen and draw attention to the potential of Keswick station.

### RAILWAYS AND BUSES

Stagecoach have reintroduced the X50 service between Keswick and Penrith this summer using low floor buses. This means that there is now a bus every half hour during the day between the two towns. The County Council have helped fund this service. Unfortunately the buses are hampered by traffic jams which frequently develop between Junction 40 of the M6 and the Ullswater roundabout where the A66 and A592 diverge !

Clearly there is a need for frequent, reliable public transport between these towns.

The Market Towns Initiative group in Keswick discussed in some detail the need for frequent public transport to and from outlying communities. There is a town bus service in Keswick, although it suffers from a chronic lack of advertising so that even many local people have no idea when or where it operates. However these schemes, along with existing regular bus and boat services, are beginning to form a sensible non-car network for the North Lakes.

Many of the existing services are designed to distribute daytime visitors, but could be developed to incorporate the real needs of residents for employment, education and social journeys.

The missing element is reliable long distance links into the area - this is the role of the railway.

## RAILWAYS AND POLITICS

The Transport, Local Government and the Regions Select Committee recently held hearings to examine the problems facing Railways in the North of England. The Project Executive Team (Corus Rail Consultancy, Brown and Root and CKP Railways plc) made a written submission based on the Keswick to Penrith scheme, highlighting the positive effects which this line can bring in the next few years.

The line has potential to spark economic regeneration, skills retention, diversification and educational benefits to the North Lakes, West Cumbria, Eden and Carlisle as well as being a focus for a much more sustainable transport system for the National Park.

Many of the benefits would be felt by organisations and communities well beyond the railway, but at present there are no funding schemes which allow these benefits to be recognised and paid for.

Many routes and patterns would overlap and complement each other.

This is not a problem - it provides for different patterns of travel in the same area.

If all services interconnect, and tickets are simple (there are bus/boat/rail tickets in the south Lakes), then every operator gains and people can use public transport as a first choice.

This is the time for all interested parties to voice their opinions, to us and to Parish, Town, District and County Councils, the National Park, plus Regional and National Government. Much of what the Railway creates will benefit these organisations, but at present there is no obligation for them to contribute to the scheme, only to sit back and expect to reap the rewards. Independent money is being asked to fund major social benefits. There is a balance to be struck.

## ARTS, SPORT AND TRANSPORT

£30 million has been paid to move one man from Leeds to Manchester (the footballer, Ferdinand).

£46 million has been pumped into the Baltic Arts Centre on Tyneside to cover capital costs, AND revenue funding to allow all visitors for the first five years to enter free of charge.

Either of these amounts would open the Keswick line with more than the minimum facilities - but there has never been any prospect of funding which would allow free travel for anyone !

## “WE BELONG TO NEWCASTLE.....”

Part of a quote by Carlisle MP Eric Martlew commenting on the current proposal to include Cumbria in the area governed by the North West Regional Assembly. He emphasised the connections which Carlisle and North Cumbria have had with Newcastle and the North East - along Hadrian's Wall, rather than with Manchester - down the M6 corridor.

About half of the total visitors to Keswick come from North East England; the pattern at Windermere is much more southern biased. This is why the most keen Train Operator for the Keswick line is Arriva Trains Northern. This would also create an east-west network to complement, not compete with, the north-south services provided by Virgin and GNER.

CKP Railways plc has found that Government thinking fails to recognise the different character and dependencies of the North Lakes. The fact that Windermere has a rail link does nothing for Keswick. The lack of a rail link to Keswick increases traffic on the A591 and the A66, and makes Keswick a secondary destination for many visitors who can-not (or choose not to) travel by car.

A fast rail link across to the north east would open up many commercial opportunities, including access to the International Airport at Newcastle - closer and quicker to get to than Manchester !

## LOCAL PLANS

Eden District Council have recently given full planning permission for an access road to industrial premises at Flusco. There is concern that this will affect the railway trackbed and may interfere with reconstruction of the line but, despite approaches from CKP Railways plc and others, no safeguards were included as conditions of the permission.

Elsewhere along the line, plans for new housing would see an access road crossing the trackbed. Representations have been made. CKP Railways plc is not seeking to prevent development, merely to introduce safeguards which prevent further deterioration of the trackbed or cause unnecessary difficulties with the reconstruction of the line.

## RAILWAYS AND HOTELS

The Keswick Country House Hotel was built by the original Cockermouth, Keswick and Penrith Railway to establish tourism by rail in the North Lakes. This was very successful.

The Hotel is now on the market - and history could come full circle.

The Agents marketing the Hotel (Atis Weatheralls in London) have recognised the potential which reconstruction of the Railway has for future success, and have mentioned the CKP scheme in the brochure. The Hotel is offered at a guide price of £4.25 million.

## RETURNED WITH THANKS !

Interest cheques to Bondholders are being distributed with this Update.

The total payment this year is just over £6,100, including Tax Credits to the Inland Revenue.

Money from Bondholders has paid for all the development work so far.

Small grants from Railfuture have helped with administration costs.

Only Keswick Town Council has contributed any public funding.

## THANK YOU FOR TRAVELLING.....!

The Commission scheme launched by Chester-le-Track is now paying off !

Chester-le-Track recently handed a cheque for more than £250 to CKP Railways plc for commissions on ticket sales. This is a tremendous help, and costs nobody any extra !

The amounts have picked up noticeably in recent months and some people are clearly buying tickets through this scheme for business travel.

Notes on how to use this service are on the back page of this Update.

## BUSY TIMES AHEAD

To finalise the design package which goes forward for the Transport and Works Order Application, CKP Railways plc and the Project Executive Team will be concentrating on the commercial opportunities and type of demand for train services.

The current situation with recovery from Foot and Mouth, calls for economic diversification, emphasis on higher education potential for the Lake District and Carlisle, together with the ever growing pressure on the road system, and desires to protect the countryside from over-development, all create opportunities for the Railway to become part of everyday life.

Defining the exact package will require some skill and negotiation, but it will definitely not be a line run as a novelty or tourist attraction - it will be a "proper" railway, providing a real service for the area, and with the potential to stimulate new markets in tourism and business generally.

## HOW YOU CAN HELP THE RE-CONSTRUCTION PROJECT

*These co-operative ventures mean you can support the railway through normal everyday activities, at no extra cost to yourself. They also reduce waste.*

1. Buy a re-chargeable phonecard, allowing discounted calls to be made from any land line phone in the UK and 48 other countries. Minimum call charge is only 3p and no coins are needed in BT phoneboxes ! Cards cost £10 each, post free, and are supplied charged with £10 worth of calls. 15% Commission is earned on every sale and re-charge of these cards. Phonecards can be re-charged from a credit card using only the telephone keypad.
2. Book your rail tickets through "Chester-le-Track".  
Phone Chester-le-Track on 0191-387-1387, quote "CKP Offer" and they will pay 3% of the total sale as commission to CKP Railways to help fund the reconstruction project. Tickets between any stations on the national network can be bought over the phone and paid for by any major credit card. Tickets are normally posted first class on the same day. Phone 0191-387-1387 between 0730 - 1800 Monday to Friday, 0730 - 1300 Saturday.
3. We have facilities to sell used printer and fax ink-jet cartridges to a recycling company. Collection points are - Cyber Cafe (upstairs in the Post Office), Main Street, Keswick,  
- KTD Office Supplies in Lowther Street, Carlisle,  
- Lakeland Lawnmowers, Aynam Road, Kendal,  
- West Coast Recycling, 31 Curzon Street, Maryport.  
Please contact the address below if you are interested in collecting in your area. There are no costs and no money to handle - postage is free and packaging is supplied.
4. If you are interested in the history of the line, buy the video "Trains to Keswick" from us. This film was shot in the last few months before closure in 1972. It includes views of the line, the trains, interviews with Railway staff and local people. Quite nostalgic and full of useful information about the line as it was. See the history, think about the future !  
Only £12.99 per copy, including postage and packaging !
5. Read the report "Return to Keswick - the case for a New Railway" for £20 POST FREE from the address below, or order through bookshops by quoting ISBN 1-902543-02-5.
6. Buy an annual subscription to "Updates", for yourself, a friend or colleague. Only £10 for a calendar year covering at least four issues from the address below.

*All of these generate commissions or profits which support the project.  
More than £2000 handed over last year and all these schemes are growing in popularity !*

### FOR MORE INFORMATION ON THE RAILWAY PROJECT:

- ◆ Meet the Engineer ! An information stand will be at:

Carlisle Model Railway Exhibition, 10th and 11th August 2002.  
Corus 125, Workington, 14th September 2002  
Kendal Model Railway Exhibition, 8th and 9th March 2003.

*A video from the OiS survey helicopter in June 2001 is shown at these events.  
Don't believe rumours - come and see for yourself how much of the line is still complete !*

Talks and slide presentations are booked in the next few months for two railway societies, the University of the Third Age, the friends of a local Museum, and the Permanent Way Institution  
Invitations to other local events always welcomed. To make a booking, please contact:

**Cedric A. Martindale.** BSc.Hons, AUS, CEng., MIMechE, MCIT, MILT. - Director

No. 21, July 2002.

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