



# return to **KESWICK**



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

*UPDATE NUMBER 23.*

*WINTER 2002 - 2003*

### KESWICK IN THE SPOTLIGHT !

Deputy Prime Minister, Mr. John Prescott's visit to Keswick on 17th February 2003 to look at rural regeneration issues, was a chance for not just politicians but for residents and local business people to meet him and raise various topics of interest.

The two key issues seen to be affecting Keswick - just as for rural towns throughout the UK - are affordable housing, and transport. Both feature in the proposals drawn up by the Partnership created to manage the Market Towns Initiative.

Transport is still a key part of Mr. Prescott's Portfolio, and his personal interest in developments at Keswick is seen as particularly helpful. All rural issues involve a myriad of Government bodies, agencies and other organisations. The detailed nature of planning for railways means that conflicts and delays can arise because the Aims of the different organisations do not match.

Mr. Prescott told his audiences that Keswick would be used to monitor the effectiveness of various Government programmes, and that he would return to see progress at first hand.

### DETAILED WORK

Corus Rail Consultancy have completed a draft of the "Scheme Description Report" - a technical evaluation of the whole route as it stands, with options for reinstatement. It describes the condition of earthworks and structures, remedial work required to deal with deterioration since Closure, and the improvements necessary to operate a modern railway to present day Standards.

This report will act as an index to the more detailed work which lies ahead.

At each stage, options and technical solutions are considered.

The Scheme is gradually refined so that it meets all challenges and remains feasible.

We have long gone past the stage of asking "Can it be done?".

We are now getting on with the work, not campaigning or persuading others to do something !

Many local people and organisations support the Project financially and practically.

The work that remains to be done is a lot less than was needed to build the original Railway, and we have the benefit of modern technology to help us.

### PAINLESS FUNDRAISING

The last Update resulted in several hundred people renewing their subscriptions for the Updates. Many also purchased books, phonocards, videos, prints and greetings cards to support the Project.

A cheque for just over £1,700 has been handed over to CKP Railways plc for commissions and profits on those items. This will help cover administrative and miscellaneous costs, allowing Bondholders' money (the main funds so far) to go directly into Development Work.

These commissions are accumulating at an ever increasing rate.

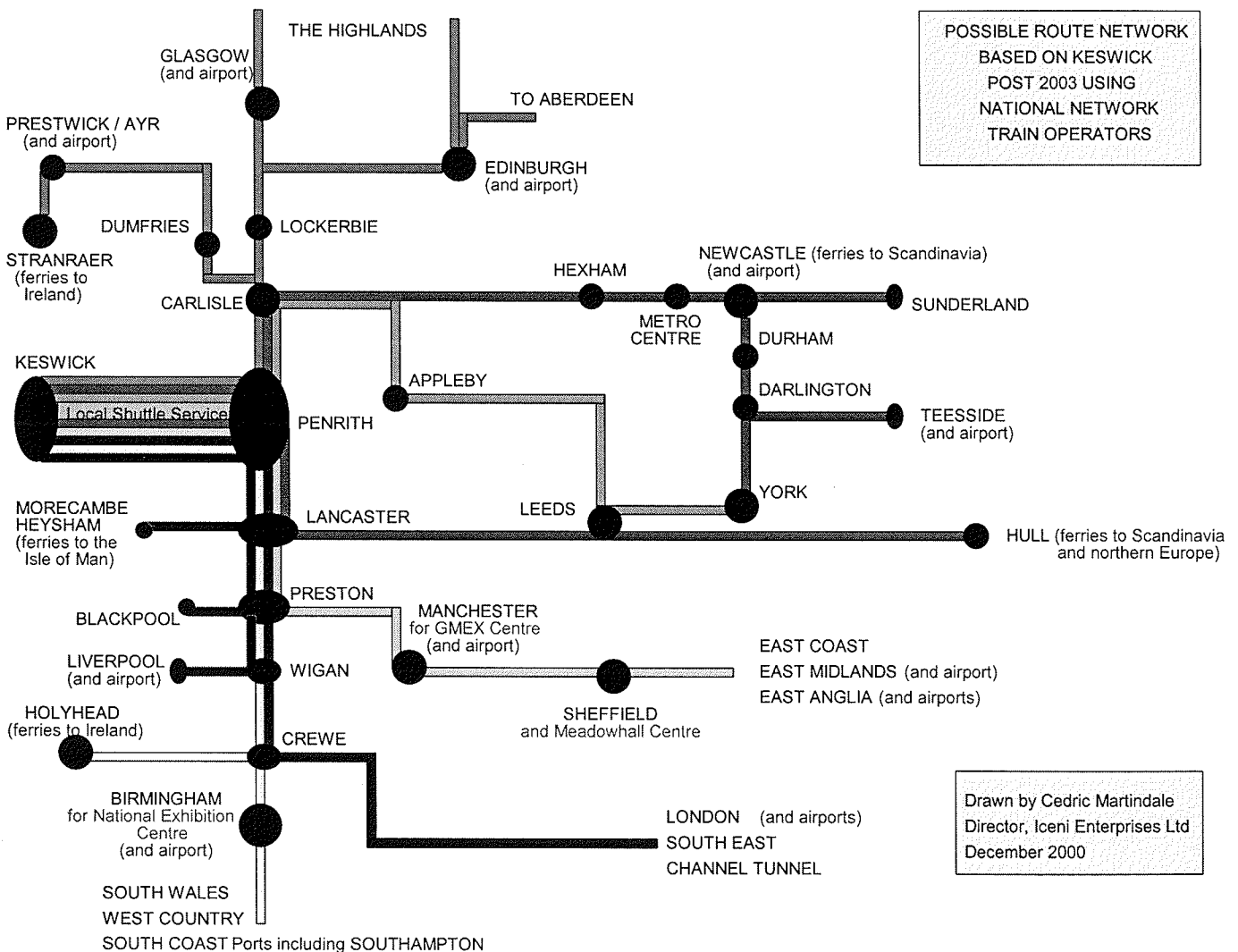
[www.ckp-railways.co.uk](http://www.ckp-railways.co.uk)

## NOT JUST A LOCAL SERVICE!!!

Because we are rebuilding the line between Keswick and Penrith, some people assume that these two towns will be terminal stations. That might have been the case had we been developing a "Heritage" line whose trains would not be allowed on to the National Network.

What we are in fact working towards is a modern line over which existing National Network services are extended, making Keswick part of the whole system, involving through-trains and through-ticketing. This is a new concept for the UK, but makes the best use of existing systems and expertise.

The diagram below illustrates some of the possibilities, based on existing Train Operators' routes. The interest shown by several Operators have given encouragement to our plans to re-open the line between Keswick and Penrith.



Additional local services are also possible, especially if some of the double track sections were re-instated (Threlkeld to Penruddock, and Blencow to Redhills).

The aim is to have an easily remembered pattern of services, to meet all needs, with ideally a "clock face" timetable, where all trains depart at the same minutes past each hour.

## **BONDS - THIRD PROSPECTUS**

The Third Prospectus for Bonds is being prepared for issue on the 28th of March 2003.  
The previous Offer raised £155,700, enabling the Design Work to be carried out.

Investment Regulations mean that each Offer can only be held open for six months.

The Bonds will pay Interest at 4% gross per annum and will be redeemable in June 2010.  
Bonds will also be convertible into Shares in CKP Railways plc.  
These are the same terms as the previous Offer.

Full details are in the Prospectus, which will be available from:

CKP Railways plc,  
1 Solway Park,  
Carlisle,  
Cumbria,  
CA2 6TH

Or request by e-mail on: [ckp@cmartindale.fsnet.co.uk](mailto:ckp@cmartindale.fsnet.co.uk)

A copy will automatically be sent to everyone on our mailing list.

If Update number 22 was posted to you, a copy of the Prospectus will be sent to you automatically.

Prospectus request forms for friends, family or colleagues are available - please contact us as above.

## **ROAD CONGESTION IN CUMBRIA**

London has been in the news for its controversial "Congestion Charging" scheme - but there is a less publicised problem in Cumbria too.

Recently reported in the Cumberland & Westmorland Herald, Junction 40 of the M6 Motorway is attracting a lot of attention from the Highways Agency, the County Council, the local MP and the Penrith Partnership because of congestion which leads to delays and safety fears.  
It is said to be the one of the most congested Junctions in Britain.

Junction 40 handles traffic between Penrith and the M6, cross-country traffic using the A66 and local traffic. In the Summer, tailbacks of traffic develop on the slip roads - sometimes right onto the Motorway. Bus services are also delayed, even causing intending rail passengers to miss their trains.

For many of the journeys in the area, there is no alternative but to travel by road.

Traffic Management systems for Junction 40 are being studied, but one logical solution of course is to allow some of the traffic the option of transferring to rail.

Both Keswick and Penrith now need transport solutions which are not based on roads.

## **A LITTLE NOSTALGIA**

For those who would like to recall the steam era on the line, Railway Artist Eric Bottomley is kindly allowing us to sell prints and greetings card showing the Lakes Express, hauled by a steam locomotive, at Bassenthwaite Lake - the trackbed there has been lost underneath the A66 road.

The sale of these items will help raise significant commissions for the project.

## UPDATING THE ADDRESS LIST

Please consider our two requests:

1. That as many people and organisations as possible subscribe to Updates for 2003.  
This brings you regular news, and provides real, demonstrable support for the Project.
2. That where subscribers have access to email, they opt to receive Updates by e-mail.  
This saves time and money, as well as paper.  
Three Updates have been distributed by e-mail with varying success.  
Occasionally addresses have been returned as being "blocked" or obsolete.  
If you have opted for e-mail please ensure that where you change your email address, you notify us of both the old and the new addresses.

## OTHER WAYS TO SUPPORT THE PROJECT

1. Buy a re-chargeable phonecard for discounted calls from any land-line in the UK and 48 other countries. Minimum call charge is only 3pence, and no coins are needed in BT phoneboxes! Cards cost £10 each, post free, supplied with £10 credit.  
Top up the card at any time from a credit card using a telephone keypad on a free call.
2. Book your rail tickets through "Chester-le-Track" for any journey on the whole National Network, including discounted fares for Railcard holders, etc. 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 plc. The total sale must be at least £25 and must be paid for by credit card.
3. We collect used printer and fax ink-jet cartridges for recycling.  
Collection points are at:
  - Cyber Cafe (upstairs in the Post Office), Main Street, Keswick
  - KTD Office Supplies, 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, film footage of the last few months before closure in 1972 is available on video, "Trains to Keswick", £12.99 per copy (post free).
5. The report "Return to Keswick - the case for a New Railway" is available at £20 from the address below (post free), or order through bookshops by quoting ISBN 1-902543-02-5.
6. You can buy an annual subscription to "Updates" for yourself, a friend or colleague.  
Only £10 for a calendar year covering at least four issues. Available from the address below.

**Meet the Engineer!** An information stand will be at:

**Carlisle Model Railway Exhibition, 9th and 10th August 2003.**

We have a "swear box" at exhibitions - anyone who dares to say "it should never have closed" is invited to prove their feelings by donating a pound - surprising how quickly the pounds mount up!

Talks and slide shows can be arranged. No expenses are charged but donations are welcomed.  
Invitations to other events are always welcomed. To make a booking, please contact:

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

No. 23, Mar 2003.

ICENI ENTERPRISES LTD., 1 SOLWAY PARK, CARLISLE, CUMBRIA, CA2 6TH, UNITED KINGDOM.

email: [iceni@cmartindale.fsnet.co.uk](mailto:iceni@cmartindale.fsnet.co.uk)

[www.ckp-railways.co.uk](http://www.ckp-railways.co.uk)