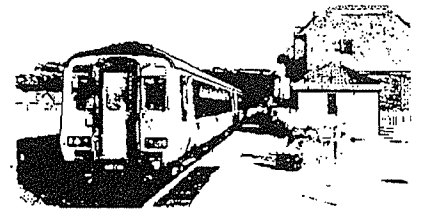




return to **KESWICK**



...on a modern train from your station !

UPDATE NUMBER 24.

SPRING - SUMMER 2003

BONDS FOR THE SUMMER !!!

The £100,000 target was reached before the 6th of May. This means that:

- Certificates can now be issued for all valid applications received
- Further applications for Bonds can be accepted
- The Offer has covered its costs and made a significant contribution to the ongoing work.

May the 6th was the critical day for the latest Bond offer. Investment regulations require that the specified minimum amount is raised in the first 42 days after the launch of the Prospectus. Only then can the Offer be considered valid, and held open for further applications.

Advertising in magazines covering the Lake District, Transport, Railways, Engineering and general interests brought in over a thousand requests for Prospectuses during April alone. Advertising continues and requests for Prospectuses are still being received every working day.

Responses have come from all parts of the UK and many countries around the world. Countries include France, Sweden, Australia, Bahrain, USA, Singapore, Canada and South Africa. One application was even delivered by hand from the far east of Russia.

Newspapers, Magazines, Radio and TV have all followed progress of the project and the Bond Issue. The Offer will now be held open until one of the following events occurs:

- Applications dry up,
- The Prospectus requires updating in line with Financial regulations (probably the Autumn)
- £2,300,000 is raised (the maximum currently authorised).

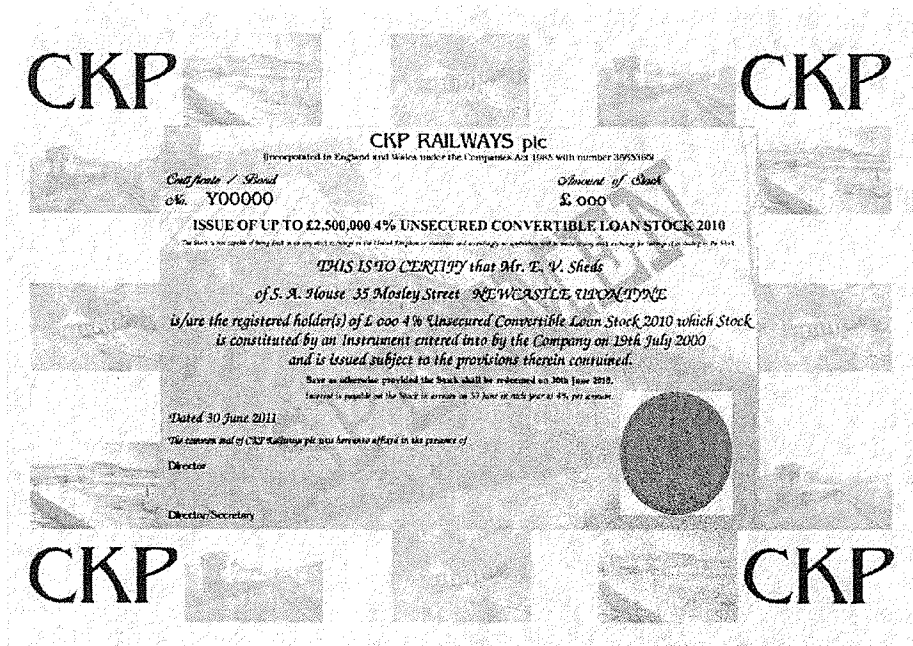
Personal applications have varied in size from £100 to £7,000.

The average application has been for just under £300, similar to the response to the previous Offer. The Offer has also prompted approaches from organisations in the Railway Industry who can help open and operate the line - as well as existing supporters, Keswick residents and businesses, plus people from many walks of life who visit or have connections with the area.

Bond Certificates will be issued in batches, based on dates of receipt of applications.

Bonds earn interest from the date of issue of the Certificates. Interest is paid annually and is calculated at the 30th of June. Interest payments are then made during July.

Full details and the application form are in the Prospectus. See page 3 of this Update.



Certificates for the Bonds feature views of the line and ideas for its development. They are printed in full colour on A4 size heavy parchment-style paper.

ENGINEERING AND ENVIRONMENT

The next stage is to develop the environmental case for the line. Detailed studies will cover aspects such as visual intrusion, noise, changes to road traffic patterns, proximity to people, effects on wildlife habitats, pollution. All this work involves consultation with a number of Authorities.

All this work will be carried out by appropriate professionals co-ordinated by the Project Executive Team. Wherever possible, the principle of employing local expertise or those with a genuine interest in the area will be followed. This close co-ordination will also ensure that costs are controlled.

When this work is complete, the application for the Transport and Works Order can be submitted. The Order gives legal powers to operate the line and provide public passenger train services. With the Order in place, commercial arrangements to build and operate the line can be completed.

WHAT ABOUT THE SRA ???

Recently the Strategic Rail Authority (SRA) has cut back on funding for rail projects. This has led to mis-informed speculation that it might not "approve" the Keswick to Penrith line.

The SRA is not an approval body. It simply sets standards for public passenger rail services and controls Government funding for the railways.

The SRA does not control Network Rail (formerly Railtrack) or issues such as connections between networks. These are matters of commercial agreements between the organisations.

Network Rail also has to control costs and will not fund work where other sources of money exist.

This does not mean that other projects are "doomed", simply that if they can support themselves, they must do so - there is no automatic source of handouts. Public funding is available only if there are benefits which the authorities require, but can not be covered by commercial funding !

The Government's 10-year Transport Plan relies on many projects being wholly or partly funded by the private sector. All development work on the Keswick project has been independently funded.

TRAINS AND TRAILS

One of the most common questions when presentations are given about the project is "what will happen to the foot and cycle path between Keswick and Threlkeld ?"

The path will have to move - it is simpler to re-route a path than a Railway - but it need not be lost. Several possible ways of accommodating the railway and path exist. In places there is room for a path alongside the line; in others there are existing paths or roads which can be linked together; also some bridges could be adapted to carry railway and path on parallel spans.

Cumbria County Council suggested some possible routes in their "pre-feasibility" study in 1996-97, discussions locally have developed the theme, and continuing consultations will identify the most practical solution. The final aim is to have facilities for all types of travel between Keswick and Threlkeld. New opportunities such as longer linear walks with one direction by train (rather than shorter return walks or collection by car) could emerge. Walkers and cyclists would also have more choice of starting points without using cars.

The final solution will probably require understanding and co-operation between several organisations, but so did the creation of the path in the first place !

OTHER PEOPLE'S PLANS

The Industrial Park at Flusco is developing. Some access roads and services have already been installed, and planning applications for more works have been presented to Eden District Council.

Constant vigilance and dialogue is needed to ensure that plans do not damage the trackbed. Eden District Council has a Planning Policy (RE7) to protect railway trackbeds, but officers and members do not all have the necessary background knowledge or technical skills to recognise the problems or make judgements about the effects on the railway.

Some prospective occupiers of the Industrial Park welcome the proposals for the Railway.

THE TRAINS ALREADY EXIST !!!

CKP Railways plc does not need to buy or maintain trains, or employ traincrews. Unlike heritage railways, CKP will simply open the line and then have contracts with existing Train Operators to provide the service. This makes opening the line cheaper, quicker and simpler, but most effective by using skills and equipment which already exist. Contrary to some people's beliefs, building a narrow gauge or "light" railway would incur more costs and restrict the service pattern.

IF YOU MISSED THE PROSPECTUS

The Third Prospectus for Bonds is still available. Please contact:

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

Or request by e-mail on: ckp@cmartindale.fsnet.co.uk

The Prospectus can only be issued as a paper document, so a postal address must be provided.

www.ckp-railways.co.uk

KEEPING IN TOUCH

1. If you can afford to, please subscribe to Updates on the project (£10 per calendar year). This brings you regular news and provides real, demonstrable, support for the Project. At least 25% of every subscription goes to CKP Railways to help fund development work.
2. If you subscribe and have access to email, please opt to receive Updates by e-mail. This saves time and money, as well as paper. Four Updates have now been distributed by e-mail with varying success. If you opt for e-mail please ensure that if you change your email address, you notify us of both the old and the new addresses. We will not spend time trying to trace you !

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 3 pence, 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 the 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 per copy direct from us (post free), or order through bookshops by quoting ISBN 1-902543-02-5.
6. For a little nostalgia, Fine Art prints and greetings cards featuring the steam hauled "Lakes Express" near Bassenthwaite Lake station are available from us. Prints (24" x 16" approx) are £18 each, cards (6" x 8") are £1.40 each, including envelopes. Any quantity post free.

Meet the Engineer! An information stand will be at:

Carlisle Model Railway Exhibition, 9th and 10th August 2003 in the Sands Centre.

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. 24, May 2003.

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