



return to **KESWICK**



...on a modern train from your station !

UPDATE NUMBER 41

WINTER 2008 - 2009

A YEAR OF RECOGNITION

Re-opening of the Keswick to Penrith Railway has been mentioned in many quarters during 2008, some of them quite un-expected ! Much work has been going on in the background to make sure that there is the maximum possible support for, and understanding of, the Re-opening Project as it progresses through the necessary paper and legal processes.

Engineering Design, Environmental Impact Assessment and contacts with Contractors who can actually build the line have remained in the spotlight throughout the year.

Whilst it may seem frustrating that nothing appears to be happening “on the ground”, it must be remembered that this will be a Railway which happens “all at once”. Re-opening the line in stages would not achieve any useful purpose - it has to connect Keswick with the national rail network at Penrith from day one to have any real value.

Coverage on the BBC Politics Show in June (broadcast on TV in the Northeast and Cumbria, then available for a limited period via the BBC website) helped considerably.

Re-opening of railways in general has now ceased to be a party political issue, with calls from both the Conservatives and Liberal Democrats to build new lines and re-open lost links, including specifically Keswick to Penrith. The Labour Government has already made commitments to expand capacity of the existing national rail network, but does not have any plans to consider re-openings at a national level before at least 2014. However, new legislation - including the Planning Act passed recently - starts to devolve some authority for transport to regions and counties.

If the Authorities respond to their own residents and not just plans handed down from Westminster, then the future for transport in rural areas could be much brighter.

The Northwest Regional Development Agency (NWDA) has already stated its support in principle for this re-opening. CKP Railways plc has put a considerable amount of effort into ensuring that this Project meets the needs and aspirations of the Local Authorities and communities. Their support is vital for a successful outcome. Keswick Town Council willingly took on the role of Public Sector “Champion” to bring these voices together. Many people in Keswick have been saying for a long time that they want “their” Railway back !

Transport funding is a major issue – to date most funds originating from Government and even sources such as the National Lottery have come with “strings” attached. The recent decision by the people of Manchester to reject Congestion Charging (which was a condition of the Government’s Transport Innovation Fund) makes this a very interesting time indeed. Project appraisal and funding must fulfil local needs, which often do not correspond to typical urban stereotypes.

The rapid rise in oil price, and hence the cost of motoring, in the Summer focused many minds on the need for more and better public transport. The subsequent drop in oil prices is only a respite.

It was suggested only a year or so ago that the Keswick to Penrith Railway Project’s time had not yet come. More people now realise that they must not leave it too late to back Projects such as this.

On a lighter note, the potential to re-open Keswick to Penrith got a favourable mention by Stuart Maconie on BBC4’s “Beeching’s Tracks” in December, which discussed lost lines in the Northwest.

INTEGRATION AND SUSTAINABILITY

“Integrated” and “sustainable” are probably two of the most used and least well-defined words uttered in conjunction with “transport” here in the UK. Transport has somehow become disconnected from any concept of its role in people’s lives. Transport is not an end in itself; it is a means to get people and goods where they need to be – reliably and repeatedly, at any time, any day.

A lot of transport “planning” over the last forty or fifty years has concentrated on finding “solutions” for individual problem areas and then assuming that all the different parts will somehow work together. Far from integration, what has evolved has been a collection of incompatible modes, routes and timetables that only serve minority interests and need considerable research and persistence on the part of the intending passenger. There is now some progress on producing a coherent rail timetable for the UK, but it is still patchy.

Land use planning (by Local Authorities and the Government) tends to be done in blocks or zones. Transport systems are completely different, as they interconnect across districts, counties and even countries. Treating them as discrete blocks or independent routes is a sadly proven way to fail.

A truly integrated and sustainable transport system will be one which is easy to understand, instinctive to use and predictable in cost for the user. It should be easy for anyone to work out the time and cost of a journey from anywhere to anywhere, as easily as estimating a car journey. Switzerland is often quoted as an example – trains, boats, buses, mountain railways and other transport all operate to timetables with regular hourly (or better) patterns, with planned times for connections at logical locations and without major differences or closures at weekends. Simple ticket choices mean that the cost for any journey, however complicated, is known before starting out.

The whole system is planned to operate at speeds which allow minor disruption to be absorbed and maintain reliable connections under most normal circumstances. In the UK, routes have been planned independently, and performance pushed to the limit in places - and it is only a matter of luck whether a journey across the “network” is actually possible.

A railway network physically connects everywhere to everywhere, but the trains that run on them in the UK have spectacularly failed to adhere to the same principle. The railways were “modernised” in the 1950s – at least the track and trains were, but somebody forgot about the timetables. Life had moved on, but the railways continued to offer “services” that were considered appropriate for the 19th Century world. Re-opened lines can easily run to timetables planned for 21st Century living.

With the start of devolution of transport responsibility to local authorities, a fresh approach is needed. A basic set of principles, based on local needs and linking in to regional and national patterns is needed. Transport “integration” means co-operation – creating more business for all.

Transport will become “sustainable” when it actually provides for the needs of the local communities, not being planned on a “convenient to operate” basis. People will then want to use it, and be happy to pay a reasonable price for it. Simple, easily remembered timetables, simple fare structures with flexibility between modes, and easily available information may seem revolutionary, but are not difficult.

Could 2009 be the year when “integration” and “sustainability” in transport actually start to be put into practice, rather than simply debated ?

The Government consulted on “Integrated Transport” in 1997, and Cedric Martindale contributed to that debate. His contributions are summarised in a book obtainable from Icen Enterprises Ltd. A follow up book is planned for 2009 on the theme of “Sustainable Transport”, coinciding with a Government consultation on that theme.

HAPPY NEW YEAR !!!

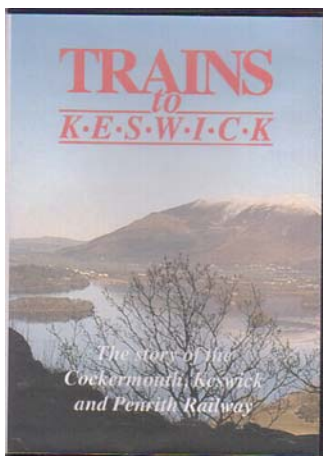
CKP Railways plc and Icen Enterprises Ltd. wish a Happy and Successful New Year to everyone who has supported, promoted, thought about, or even simply expressed an opinion about the Re-opening Project.

Hundreds of people have willingly invested in the development of this project which, in many ways, has now developed a life of its own. Persistence pays – and there is every determination to get this Railway up and running.

Being the first of a kind is difficult – but there will be many useful lessons for anyone else trying to bring 21st Century rail travel to any other cut-off corner of Britain.

Thank you for all the comments – it has not always been possible to answer everyone individually, but everything is read and absorbed.

TRAINS TO KESWICK – ON DVD



The popular VHS video tape “Trains to Keswick” ceased being produced a few years ago and stocks ran out during 2008. The film was professionally made just before and after closure in 1972, featuring the line, spectacular scenery, the last trains, staff and local personalities.

Icen Enterprises Ltd. has reached agreements for the film to be digitally re-mastered and produced as a DVD. This is all being done through Cumbrian based organisations.

This new, professionally produced, DVD will ONLY be available through Icen Enterprises Ltd., from the address on the last page of this Update. 25% of the proceeds will go to the CKP Railways plc Re-opening project.

An exact release date is not available at present, but is expected to be sometime before Easter 2009. Unfortunately it was not possible to do all

this in time for Christmas. Further announcements will be made on the website www.keswickrailway.com and in the next Update.

The price will be £14.00 per copy, which includes post and packaging to UK addresses.

The DVD will be licensed for private use only.

Commercial and trade enquiries should also be directed to Icen Enterprises Ltd.

WINTER BEAUTY – ALONG THE LINE

Near Briery



Near Gillsrow



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If you have not already done so, please subscribe to the full year's Updates (£10).

If you have access to e-mail, we can send Updates electronically - saving time, money and paper.

But please, please, tell us if you change your e-mail address !!

Cheques payable to "Iceni Enterprises Ltd.", please, and send to the address below.

Order forms are distributed with printed Updates and can be downloaded from the website.

Next Updates planned for April and August – plus e-mail or website alerts for hot news.

Iceni Enterprises Ltd. does not sell or give mailing list details to anybody else !

WHAT TO BUY TO SUPPORT THE RAILWAY PROJECT

25% of the price of each item goes directly to the Keswick to Penrith Railway Project.

The BBC found that only 8% of the price of charity Christmas Cards goes to the named causes.

1. 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 9781-902543-02-4.
2. "Trains to Keswick" is a professionally produced video featuring people along the line. The DVD version should be available by Easter 2009. See website and next Update for news !
3. Fine Art prints and greetings cards featuring a stunning winter view of the steam hauled "Lakes Express" near Bassenthwaite Lake station, painted by Eric Bottomley of the Guild of Railway Artists. Prints (24" x 16") are £18 each, cards (6" x 8") with envelopes - £1.40 each.

N.B. All the prices above include postage to addresses in the UK, but please add £2.50 per order for posting to addresses outside the UK (Posting packages to overseas destinations is not cheap !).

Cheques payable to Iceni Enterprises Ltd for any of the items above, please.

Order forms are distributed with printed Updates and can be downloaded from the website.

TRAVEL BY TRAIN – HELP RE-OPEN THE KESWICK RAILWAY

Phone and book your rail tickets through "Chester-le-Track" for any journey on the National Rail Network, including Railovers and discounts for Railcard holders.

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, paid for by credit card.

BUY BONDS – INVEST IN THE RAILWAY PROJECT !

CKP Railways plc Bonds, in multiples of £100, pay interest at 4% per annum gross.

Over £330,000 raised and invested so far in design and development.

These funds are used only for the Railway reconstruction project.

No unnecessary overheads !

Bonds have been bought by organisations and individual holders.

Can be bought for children, grandchildren, friends or relatives.

Fully coloured and signed Certificates are issued - designed to appeal to collectors.

Please write or e-mail with your postal address for a free copy of the Prospectus.

Cedric A. Martindale. BSc.Hons, AUS, CEng., MIMechE, CMILT. - Director

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