



return to **KESWICK**



...on a modern train from your station !

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TIME TO DELIVER !

The new face of UK politics is now becoming clear.

In the last year or so all the major political parties have talked about the need for better transport locally, nationally and internationally. Saving energy, encouraging the use of less “thirsty” vehicles and promoting railways have become common themes across the political spectrum.

There has been considerable interest in a new High Speed rail link from London to other parts of mainland Britain, mainly to encourage people using domestic flights to transfer to rail. This will be a massively expensive project, unlikely to be completed in less than 15 or 20 years, but linking only a relatively small number of major cities directly.

The rest of the rail network will still be needed alongside that High Speed network so that people can get to and from their homes, workplaces and other destinations.

Much less glamorous, but arguably far more effective in meeting the environmental and economic aims of the politicians is an expansion at the “other end” of the scale of public transport. Filling the gaps in rail and bus networks and timetables within Counties and Districts, connecting more and more communities to their workplaces, service centres, holiday destinations and so on.

Such an expansion can be accomplished quickly, at modest cost, to provide benefits for millions of people – rather than transferring millions of existing public transport journeys to a more “acceptable” mode.

Expanding public transport, especially rail, to more communities will have these benefits:

- ◆ Fuel saving (train travel is about 5 times more fuel efficient than car travel)
- ◆ Land use – less land needed for the same volume of traffic by rail rather than road
- ◆ Noise and light pollution – railways do not need lighting at junctions etc. and trains pass only at intervals, not continuously
- ◆ Social inclusion – a significant number of people in most households can not drive or do not have the opportunity to use the car. 20 – 30 % of households in many areas have no car at all

Government has tended to think of “transport” as an issue connected with urban areas.

Urban areas are more likely to have a developed transport system. Rural areas need attention.

Much could be achieved by professional study, use of local knowledge, strategic thinking, planning, co-operation and targetted modest spending. No flagship projects, but millions of better served people all over the country. Each new or re-instated link gives more people access to the public transport network of the whole of the UK. The benefits multiply, car dependency diminishes.

All three major parties have published lists of “Railways worth re-opening” in the last couple of years. Keswick to Penrith appears on ALL their lists. This is a Project well prepared and almost ready to build – a possible model for many relatively simple transport “gap fillers” around the UK.

Pester your new MPs, County, District and Parish Councillors. Supporting this Project is an issue at all levels of Government for people over a very wide area – not just in Keswick. Every area that has people travelling to or from the North Lakes and West Cumbria should be helping us to get this Railway built and kick-starting others. Supportive policies are just as important as writing cheques.

NO NEED TO START FROM SCRATCH !

The route of the Railway between Keswick and Penrith is largely intact, despite mis-conceptions held by many. West of Keswick – to Cockermouth and Workington - much of the route was taken in the late 1960s to build the road now known as the A66. That road was intended to provide access to west Cumbria to support new industries including the Leyland Bus factory (now gone).

Industries and Authorities in west Cumbria now see the need for improved rail links to the area. We are working to re-create the first stage of the obvious “missing link” – the line used to link Workington to Cockermouth, Penrith, Appleby and over the Pennines to the northeast. Re-building westwards from Keswick to the coast is not out of the question, but is outside the scope of our current project because a completely new route would be needed.

However, once we have the first part in place and the transport “bridgehead” is almost halfway to the coast, the opportunity will become much more obvious !

There is a well rehearsed process to go through to plan and build a railway.

To date the work completed by CKP Railways plc includes:

- ◆ Feasibility Studies (started in 1997)
- ◆ Detailed 3-dimensional laser surveys of the route (in 2001)
- ◆ Engineering design – alignment plans, structural designs, station plans
- ◆ Scheme Description Report
- ◆ Environmental Impact Assessments
- ◆ Outline Business Case (via the Northwest Regional Development Agency in 2007)

More work remains to be done, but progress is being made.

In 2009 the Lake District National Park Authority formally published a policy to protect the trackbed of the Railway against development which might hinder re-instatement of the line.

All the work has been paid for by our supporters – no grants or Lottery funds (despite several applications under different schemes !).

WATCHING AND WAITING

The Directors of CKP Railways plc keep a close eye on developments along and around the line between Keswick and Penrith. The Lake District National Park Authority manages the section between Keswick and Threlkeld (the foot and cycle path), other authorities are responsible for some stretches of trackbed and bridges. The remaining sections are in private ownership.

The planning policies of the National park have helped ensure that the route survives almost intact within its boundaries (only one bridge deck has been removed between Keswick and Troutbeck). Further east, in Eden District, some sections have been landscaped (but not obstructed) west of Penruddock where the alignment crosses the A66 – but the clues are there for keen observers !

Other sections at the eastern end have become more developed, but can still be saved for re-use by the Railway, if the political will is there. Re-routing a railway is far more complex and expensive than insisting on revising the location of proposed new developments.

THE FOOT AND CYCLE PATH

At every stage, the future provision of a path between Keswick and Threlkeld has been included.

The County Council provided some ideas in their early “pre-feasibility study”.

During the Business Case preparations in 2007 more detailed work and costings were done.

The aim is to end up with a Railway AND a path – not to force a choice between the two.

More information will be provided on the website at a later date.

The following pictures show the line "only sleeping":



Keswick Station is ready and waiting to be much more than a car park, once again.

Mosedale Viaduct received a detailed inspection and maintenance in 2009.



From the lay-by on the A66 west of Penruddock, a glance to the north east shows where the line used to run in a cutting.

Penruddock station is through the "notch" in the trees in the background.

A bridge would be the appropriate way to cross the A66 here in the future.

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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 film featuring people along the line. The DVD version with additional information is now available at £14 per copy.
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 £350,000 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.

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