



return to **KESWICK**



...on a modern train from your station !

UPDATE NUMBER 46

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ONE STEP BEYOND ENGINEERING . . .

Designing and building a railway is relatively straightforward – there are standards and guidance, developed over more than 150 years which help shape a functional, safe and effective route.

The properties of materials are well understood and there are plenty of technological aids to get the planning right. Modern machinery and knowledge means that the line can be built to higher standards much more quickly than the original route in the 1960s.

Modern information systems mean that identifying and communicating with everyone who needs to be involved, consulted or kept informed is much simpler.

Finally, the Keswick to Penrith route is largely intact – for most of its length, only the ballast and track are missing. Earthworks and bridges represent about 75% of the cost and 90% of the time needed to build a railway. Laying track is as easy as laying carpet, using modern technology !

Having analysed what the new Railway needs to do, how many people it needs to carry, how often trains need to run and what sort of trains could be used, surveying the route and producing an outline design took only a matter of months. Environmental studies, developing the details for each structure and preparing a construction plan took rather longer.

Moving from a design to the stage where trains run depends, however, mainly on politics at several levels. There is a laid down process to follow to gain the necessary legal powers and approvals, but going through that process involves contact with many political bodies which tend to be very subjective. There are no magic formulae, only lots of preparation and effort, with a constant watch to spot and head off problems which could occur if the intention of the Project is mis-understood.

Many of the people involved in this decision making process are not technically minded but have to judge technical and other submissions.

Patience and tolerance are needed in huge quantities to bring a Transport Project to life.

Every detail has to be explained and potential questions anticipated.

If only it was as simple as putting up a garden shed (provided the garden is not in a conservation area, does not contain protected trees or overlook a designated scenic area.....)



This is the site of the junction with the West Coast Main Line at Penrith.

When the railway bridge over the M6 was built, the junction was modernised, new signalling was installed and electrification wires were installed some distance along the branch towards Keswick.

The interlocking (control system) for this junction still exists in the Network Rail Signalling Centre at Carlisle.

All that is missing here is the track...

THE HOME OF IMPOSSIBLE DREAMS . . ?

August 2010 marked the eleventh anniversary of The Theatre by the Lake in Keswick.

Throughout the planning and fund-raising there were many who said it “could never be done”.

The Theatre by the Lake was brought to life by the effort and determination of a large group of supporters in Keswick and much further afield, all of whom could see the potential as a local facility, tourist attraction and something unique to put Keswick “on the map”.

The theatre replaced a travelling theatre – the Blue Box - which had been parked up for many years on the site (and has since been transferred to a museum because of its fame).

The Theatre today is busy throughout the year and sells on average over 120,000 tickets per annum – in a lively town with a population of less than 6,000 but attracting millions of visitors.

The new Railway between Keswick and Penrith is expected to carry 250,000 to 450,000 passengers every year, counting only a modest proportion of visitors who currently arrive by car. There are many local people who want to travel without cars throughout the county and much further afield – for business, social, education, shopping, essential trips and so on.

Large events such as the Keswick Convention and other regular festivals provide real opportunities for a “proper transport solution” to make the life of the town much easier.

Looking backwards and expecting the Railway to be what it was in the early 1970s (a run down single track branch with a sparse timetable that had barely changed since the 1860s) is not the way to plan for the future. History is important but simply re-creating the past is not an answer.

A “proper Railway” running all day every day at least once an hour will truly put Keswick “on the map” as well as saving fuel, relieving congestion, facilitating regeneration and integration.

Hundreds of people have already supported the development work by buying nearly £400,000 worth of Bonds, subscribing to Updates and buying related items. This huge swell of support deserves to be recognised and supported through the next stages – the legal processes to bring it all to life.

The Engineering and Commercial basis has been demonstrated many times.

This is what people around the UK and even around the world want – sustainable transport to and from Keswick and the North Lakes. The people of Keswick were very vocal when the line was proposed for closure in the 1960s (and won that round) then again in 1970 (when they were ignored).

The benefits of the new Railway will resonate much further afield.

LOCAL TRANSPORT PLAN

Over the summer, Cumbria County Council has been consulting on its third Local Transport Plan for the years 2011 to 2016 (LTP3). That document sets out the aims and targets for the County and forms the basis on which transport funding is received and allocated.

District Councils refer to the Local Transport Plan when deciding planning applications.

The Lake District National Park Authority has resolved to protect the Railway alignment within its borders – it is now up to the County Council to “fill the gap” from Penruddock to Penrith.

Representations have been made by various parties that the re-instatement of the Railway between Keswick and Penrith should be a specific target within the LTP – plus protection of other closed railway routes with potential for re-opening as a basis for long term sustainability planning.

By taking such steps, Cumbria would not be going into “uncharted territory” – Norfolk took such steps many years ago and it is all perfectly clear. No confusion, no planning blight, no cost.

By the time this Update reaches you it may be close to the closing date, but not too late to make your voice heard. Please go to the Cumbria County Council website and make your views known:

<http://www.cumbriacc.gov.uk/roads-transport/public-transport-road-safety/transport/transportplan/3rdcumbriatransportplan.asp>

MENTIONED IN THE LORDS

Lord Liddle of Carlisle, in a recent debate in the House, suggested that there should be a better system for supporting and developing transport projects such as the Keswick to Penrith Railway.

Although several Governments have voiced the opinion that the private sector should do more to contribute to the development of infrastructure, the systems they have put in place actually assume everything being done by, or through, Local Authorities or Government Departments.

Most Local Authorities lack the knowledge and skills to plan, develop and build transport projects and would be unable to dedicate appropriate people to such a task. Funding is typically handed down through tiers of Government and is gradually whittled away paying for administration, leaving much less than intended to actually produce anything.

The Northwest Regional Development Agency (NWDA) like its relations around the country has been a successful mechanism for by-passing this problem.

If these Agencies are abolished and Local Authorities have to form consortia to fill the gap, the se may be patchy and could lack the broader vision which has been so useful in the past few years.

The NWDA recognised that re-opening the Keswick to Penrith Railway will spread benefits far beyond its route and into many other spheres of life.

Dismantling that broadly based system could create a vacuum for several years and hold back the pace of development of the Region's transport systems, and in turn economic regeneration.

THANKS TO OUR SUPPORTERS

As mentioned above, most of the funding for Railway design and development work has come from the sale of Bonds by CKP Railways plc.

Further income to support publicity and campaigning comes from commissions and profits on sales of these Updates, related books, DVDs and art products about the line and the re-instatement Project. Profits and commissions on those sales for the last full year were slightly under £ 600, which helps considerably in keeping information flowing.

Details of how to order are on the back page of this Update and on the website.

LOOKING TO THE FUTURE



As well as undertaking detailed design work and managing a wide range of environmental impact assessments, Corus Rail Consultancy (CRC) also created virtual reality models of locations where the Railway has “disappeared” over the years.

This view along the Roman Road at Beckses, west of Penruddock, shows how the Railway could be re-instated without the bottlenecks which were caused by low, narrow arched bridges in the past.

YOU CAN SUBSCRIBE NOW FOR UPDATES

Subscription for a full year is still only £10 (*price held since Updates started !*)

If you have access to e-mail, we can send Updates electronically - saving all resources.

...but please, please, do 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 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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