



**return to
KESWICK**



...on a modern train from your station !

UPDATE NUMBER 30.

SUMMER 2005

CALLING ALL LANDOWNERS !



As the weather began to improve this Spring, the serious work of environmental studies began. During the winter “baseline” studies had been undertaken to establish the range of habitats, draw on existing knowledge and establish a plan for studies of the seasonal changes along the route. All of this information has to be professionally gathered and compiled as part of the application for the Transport and Works Order. This work will become part of the Environmental Statement, identifying any effects that construction and operation of the Railway could have on the ecology of the area, and measures which can be taken to mitigate those effects.

Corus Rail Infrastructure Services are coordinating this work for CKP Railways plc.

One essential early step is to identify the owners of the trackbed, then formally seek access to the trackbed and adjoining land for these studies. Using former British Rail property records, Land Registry information and local knowledge, owners of about 90% of the trackbed have been identified. About 70% have already been contacted. Some of the land is not listed at the Land Registry and we know that several owners do not live close to the line.

This makes tracing people quite difficult. We do not condone trespass by anybody.

Corus staff recently went out on a “door knocking” exercise along the line. They met landowners face-to-face with a view to capturing any volunteered thoughts they had over the scheme as well as providing an opportunity to explain the purpose of the EIA.

IF YOU OWN PART OF THE TRACKBED and you have not yet met our specialists from Corus, please get in touch. If we have not yet spoken to you, it is only because we do not know where to find you ! We know that some owners feel “left out” and have not received direct information from us. We would like to close the gap, and keep all owners fully up to date with progress.

PLEASE CONTACT John Halsall, Environmental Consultant, Corus Railway Infrastructure Services, PO Box 298, York, YO1 6YH, Tel: 01904 454840, or e-mail: john.halsall@corusgroup.com

www.ckp-railways.co.uk

PLANNING ISSUES - NO TIME TO RELAX !

After Eden District Council granted planning permission for the Industrial Park access road which would breach the trackbed in a damaging way at Flusco, CKP Railways plc made a formal complaint to Eden District Council. The answer received was considered unsatisfactory. Since then the complaint has been seen by a number of Government Offices and is going through another formal process. No work has actually taken place on the ground yet to breach the trackbed.

Planning issues absorb time and effort and can lead to cost increases through re-design and so on. There are Government policies to protect Railway trackbeds, but it is left to local authorities to put those policies into practice. The issues need to be made public. Creeping damage to the trackbed results if nothing is done about these problems.

Cumbria County Council, Allerdale District, the Lake District National Park Authority and Keswick Town Council have all been helpful and interested. The only thing they have not done is provide any significant funding, although they did partly fund some early feasibility studies. Final permission to operate the line comes from Central Government, not local authorities, but local authorities' activities and decisions have impacts on the trackbed in the meantime. This is not a simple situation to deal with. Every organisation has its own ideas and priorities, which do not necessarily match ours.

KEEPING IT SIMPLE

One person answers all the questions received about the Project, so that the answers are consistent and come from an authoritative source. Many other organisations (including other Railways) have been seen to suffer by having lots of people expressing personal opinions which become confused with fact. Work on this project is carried out by many people in different locations, mostly on contracts for specific tasks, liaising with numerous authorities. There is one focus for all this work. One aim of the project is to produce the simplest possible "model" for others to follow - doing only what is absolutely necessary to reinstate a Railway, not creating sprawling empires or vast bureaucracies. A simple and effective set-up results. Nobody gets paid to sit around idle !

We have a mailing list with about 3,500 addresses, plus e-mail broadcast lists for urgent news. All development work has been funded by the sale of Bonds to several hundred people who all therefore have a stake in the project. Subscribers support the work by raising awareness and participating in campaigns whenever necessary. They also supply the funding. We know what their skills are and involve them whenever appropriate. The core development work is carried out through the company set up for the purpose (CKP Railways plc).

We have already employed local skills in the early part of the environmental impact assessment.

WATCHED WITH INTEREST !

The CKP Railways website recorded its 100,000th hit earlier this year !
The site aims to raise awareness, generate interest in the line and surrounding scenery, and distribute information about progress on the reconstruction project.

Hundreds more recent photographs of the trackbed and surrounding scenery are available on the CD "CKP -only sleeping" and on the DVD "Northern Railways" available ONLY from us.
Every sale also puts a few more pounds into the reconstruction project.

See back page for details, or use the order form if you received this Update by post.

We look forward to your continued support !

www.ckp-railways.co.uk

IS BUILDING A RAILWAY REALLY SO EXPENSIVE ?

Most of the costs people hear about these days are reconstruction, modernisation and expansion projects on the national network – operated by Network Rail.

Costs of Network Rail projects appear very high for the physical outcome because:

- (a) Work is usually done in short possessions (line closures) requiring large numbers of people and huge amounts of equipment for a very short time, usually at unsocial hours. Everything has to be moved onto site, used for a few hours, then removed so that trains can run again. People and equipment may be tied up for several days for only a few hours of actual work.
- (b) Most of the Network Rail projects involve dismantling an existing system, installing and commissioning something new, under severe time pressure. Everything must be made workable in a few hours, often in many stages of installation, testing and commissioning.
- (c) Network Rail is a large organisation with high overhead costs

CKP rebuilding the Keswick to Penrith line will have the following major advantages:

- (i) A closed construction site on which people and equipment can operate on a “rolling programme” making full use of people’s time every working day. Equipment need come on site only once and leave once all its work is completed.
- (ii) CKP has to rehabilitate some earthworks and structures, then lay new track but this can be done at a sensible pace, and there is no dismantling of an existing system. Nothing has to be taken apart and put back together again temporarily time after time. Testing and commissioning can be done as a single process at an appropriate stage of the work.
- (iii) CKP is a small company with minimal overheads. All services are bought in on an “as required” basis. No payments are made for people or equipment to sit around idle.

Also CKP is a different type of railway.

Most reopened lines over the last thirty years have been preserved / heritage lines which basically operate as an entertainment venue / leisure activity. They operate on a part time basis and their customers are generally people looking for something to do as visitors. Fares are high to cover running costs and overheads from a limited operation.

The CKP line is designed to meet a real transport need, and be used by people going about their normal daily business. Fares similar to local bus fares will be enough to make the line viable, and acceptable to passengers.



THINKING OF APPLYING FOR BONDS ?

**CKP Railways plc Bonds, in multiples of £100, pay interest at 4% per annum gross.
Please contact the address below for a copy of the Prospectus.**

KEEPING IN TOUCH

1. If you have not already done so, please subscribe to Updates (£10 per calendar year).
25% of every subscription goes to CKP Railways plc to help fund development work.
2. If you have access to email, we can send Updates electronically - saving time, money and paper.
Please tell us if you change your e-mail address - we can not contact you otherwise !
3. Visit the website - www.ckp-railways.co.uk. This site has information about the project and its history, plus photographs of the line and surrounding countryside in all seasons.
The text of some earlier Updates is kept on this site. Latest news is also posted from time to time.
There is a linked site about the old Cockermouth, Keswick and Penrith Railway (the CK&PR).

OTHER WAYS TO SUPPORT THE PROJECT

1. The rechargeable phonecards are currently not being sold, but existing ones can still be used.
These may be re-launched in future.
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.
Chester-le-Track also sells tickets "on-line" but these do NOT qualify for the CKP offer.
3. We collect and send used printer and fax ink-jet and laser cartridges for recycling.
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. A professionally produced video "Trains to Keswick" records the history and people along the line. It was filmed in the last few months before closure in 1972. Buy from us at £12.99 per copy (post free) and 25% of the price goes to the reconstruction project.
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.
£5 from every copy sold goes into the reconstruction project.
6. For a little nostalgia, 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, are available from us, post free.
Prints (24" x 16") are £18 each, cards (6" x 8") are £1.40 each with envelopes.
25% of the price of every order placed with us goes into the reconstruction project.
7. "CKP, only sleeping" is a CD containing hundreds of photographs of the trackbed and surrounding scenery, taken recently by Nigel Wright - who also manages the CKP website.
See for yourself how well preserved the route is, 32 years after closure.
The double CD costs £10. Each sale makes a contribution to the re-construction project.
8. "Northern Railways" is a DVD by Nigel Wright covering many parts of the north of England.
Lots of recent material from a wide variety of locations. £13.00 per copy.

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