



return to **KESWICK**



...on a modern train from your station !

UPDATE NUMBER 34.

SUMMER 2006

DEVELOPING THE BUSINESS CASE

Towards the end of June, JMP Consultants began work on developing the Business Case for the Keswick to Penrith Railway reinstatement, under the guidance of the Northwest Regional Development Agency (NWDA). JMP were chosen after a competitive tendering exercise - the results of which were judged mainly on quality, appreciation of the purpose of the project, understanding of the area and its sensitivities etc.

Corus Rail Infrastructure Services (CRIS) are continuing work for CKP Railways plc on the Environmental Impact Assessment (EIA), on the path towards a Transport and Works Order (TWO) application.

All these organisations are co-operating and sharing information so that the maximum possible progress is made with the resources available - no wasteful duplication and no "black holes".

The NWDA is providing funding to examine the economic case that might arise from reinstating and operating the Keswick to Penrith Railway.

The Environmental work continues to be funded by CKP, almost totally from the sale of Bonds. CKP is also seeking commercial sponsors to ensure that there is a stable cashflow that allows a continuous programme of work to be undertaken. These studies build on the design work already completed, and are all required to support the application for the Transport and Works Order.

At this stage continuity is essential and time is of the essence.

All study work has a "shelf life" - any significant delays now could mean a need to repeat parts of the work in future.

BONDS ARE CRUCIAL AT THIS STAGE

Bonds are still generating the bulk of the income which CKP is investing in the project.

Bondholders locally, nationally and internationally have been increasing their holdings as the project has progressed.

CKP would like to hear from anyone who can distribute copies of the Prospectus to potential new investors - perhaps Tourist Information Centres, Restaurants, visitor attractions, Hotels or Guest Houses whose visitors would like to come to Keswick by train ?

Perhaps you have interested colleagues, friends or relatives who we have not contacted directly ?

If you can help, the quickest way to reach us is to e-mail ckp@martindale.force9.co.uk

The Prospectus can only be distributed in printed form - sorry, we can not send it by e-mail !

The order form which comes with posted copies of this Update has a poster on the reverse which you are welcome to display. The order form will also be made available via our website.

Please also feel free to pass on copies of this Update, or refer people to our website.

WHY PROTECTING THE TRACKBED IS IMPORTANT

Along much of the route, very little development has taken place to damage or block the trackbed. There is some significant work to be done where the A66 crosses the trackbed at Threlkeld and Beckses, mainly new bridges and earthworks, but no need to divert far from the original route. Knowledge of this “damage” has led some to think that allowing further damage is therefore somehow “acceptable”.

This is totally wrong - the trackbed is a single entity from end to end, which occupies the best alignment in three dimensions. Any permanent blockage, which has to be bypassed, can mean that several miles of new trackbed need to be created and several miles of existing trackbed abandoned - totally wasteful of land and much more expensive than relaying track on an existing trackbed.

Blocking or severing a trackbed is like damaging a water main and then wondering why the neighbours complain that they can't get any water !

Eden District Council suggested that a “viable” alternative route could be created if the trackbed was blocked at Flusco (to justify passing damaging planning applications). No figures were quoted. Here is the reality - which obviously could upset the economics of the Project. This analysis was provided to Eden's Planning Officers but did not reach Councillors who voted on the applications:

Measure	Rebuild all as original	Modernised and with new alignment at Threlkeld	With new alignment to ease crossing A66 at Beckses	With deviation to bypass Flusco	Comments
Overall length (km)	28.5	28.5	28.5	25.5	
Trackbed intact (km)	26	26	26	18.5	
Trackbed to rebuild (km)	2.5	2	1	1	
Trackbed to abandon (km)	-	0.5	0.5	7.5	
New trackbed to build (km)	-	1	2	6	
Bridges total number	80	75	75	61	Some may not be needed
Bridges existing number	64	64	64	45	
New bridges needed	-	11	11	15	Some only decking missing
Bridges to abandon	-	1	-	17	
Tunnels Total number	2	2	2	2	
Construction cost	£ 24 - 25 M	£ 25 - 27 M	£ 25 - 27 M	£ 45 - 50 M	Comparison for basic single track only.

Creeping damage soon reaches a point where it becomes unmanageable.

Abandoning nearly 5 miles of trackbed and 17 bridges for the sake of a few hundred yards of development at Flusco does not make sense in the greater scheme of things !

Many Districts and Counties elsewhere in the UK have provided full protection for trackbeds in case they are needed in the future.

Here we are, actually well on the way to reopening a line, but have yet to receive this vital support - which would be only a matter of policy, not cost, for the Local Authorities.

TRANSPORT IS A NATIONAL ISSUE

In an open letter to the new Secretary of State for Transport this May, the Prime Minister stated:

“An efficient and reliable transport system is essential for our economy and future competitiveness. This is why we have committed to record levels of investment in transport by 2015 in DfT's long-term spending guideline. The results of this investment are evident. More people are travelling by rail than at any time in the past forty years, while performance is back at pre-Hatfield levels and continues to improve. Thirty five major road schemes have been completed since 2001 and we have seen progress in bus travel in recent years.

We need to continue to build on this record. But we also need to demonstrate that we are addressing the fundamental challenges ahead for transport. As the population grows, and we become more wealthy, our demand for travel is increasing. Many parts of our road and rail network are already under severe pressure especially at peak times.”.

TRANSPORT IS A LOCAL ISSUE

KESWICK will obviously benefit from the new Railway, but so will Penrith, Eden District, Cumbria in general and the North of England - right across the Pennines. A brief list of benefits was published in Update 33.

EDEN DISTRICT COUNCIL has recently published “Developing the Economy of Eden - A 10year Plan”. One of the “weaknesses” identified was “Poor internal transport infrastructure” with “growth constrained by planning”.

Aims, objectives and recommended actions included:

- Develop and enhance business assistance for those sectors identified as critical for growth and sustainability,....Tourism,....
- Improve local transport
- Spread the economic benefits of tourism throughout the district
- Develop, promote and encourage sustainable tourism practices
- Stimulate and encourage investment in sustainable new and existing tourism capital projects...
- Lobby for improved transport services and links to major service and employment centres including established tourist attractions
- Research and develop other possible options to ease the transport situation
- Develop a communication mechanism for sharing regeneration information and best practice between Eden partners and project sponsors

It seems to us that the Keswick to Penrith Railway project is already addressing these issues, but we have not been included in the discussions - nor even been mentioned.

A meeting with the Penrith Chamber of Trade recently was very positive - links between the economy of Penrith and other areas are recognised as strong and necessary.

DIGITAL DILEMMA

The issues of compatibility between different DVD formats, computers, software and player types has become a problem. The “Northern Railways” DVD should work on computers, but might not on players connected to TVs.

We are reviewing the format and content for future production.

Please bear with us.

WE HAVE NOT MOVED TO ITALY !

A chance enquiry on “Windows Live Local” on the internet told us that the address of CKP Railways plc is Capraia Island, Italy. Please be assured it is not us.

YOU CAN STILL APPLY FOR BONDS !

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

These funds are used only for the Railway reconstruction project.

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

Businesses, groups and private individuals can all apply.

Bonds 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 to the address below for a copy of the Prospectus.

OTHER WAYS TO SUPPORT THE PROJECT

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

The BBC recently 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 1-902543-02-5.
2. "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.
3. "Trains to Keswick" is a professionally produced video featuring people along the line. It was filmed in the last few months before closure in 1972. Buy from us at £12.99 per copy.
4. "CKP, only sleeping" on CD contains hundreds of photographs of the trackbed and surrounding scenery, taken recently by Nigel Wright - who also manages the CKP website. Scenic and detailed views of the route and landscape in all seasons. The double CD costs £10.
5. 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 are post free to addresses in the UK, but please add £2.50 per order for posting to addresses outside the UK (Postage to overseas destinations on packages is not cheap !).

Cheques payable to Icen Enterprises Ltd for any of these items, please.

6. Phone and book your rail tickets through "Chester-le-Track" for any journey on the 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, paid for by credit card.

YOU CAN STILL SUBSCRIBE FOR UPDATES IN 2006

Whether you receive printed or e-mail copies, please subscribe to this year's Updates (£10).

Cheques payable to Icen Enterprises Ltd.

25% of every subscription goes to CKP Railways plc to help fund development work.

Next Updates planned for August and December - sooner if there is any hot news.

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 !!

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

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