



# return to **KESWICK**



## ...on a modern train from your station !

*UPDATE NUMBER 51*

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### MIXED EMOTIONS

1862 (150 years ago) was the year in which construction of the Cockermouth, Keswick and Penrith Railway started, while 1972 (40 years ago) marked closure of the line between Keswick and Penrith. To mark the anniversaries, with a mixture of joy and sadness, several events were staged.

Keswick's "red letter day" was May 21st 1862, in a field near Crosthwaite Church, Keswick.

On Sunday 6th May 2012 (Bank Holiday weekend), Keswick Street Theatre group staged two performances on Keswick station platform, re-enacting the "cutting of the first sod".

More than 200 people attended and many passers-by on the foot and cycle path were amused – some even joining in the singing of Rule Britannia during the performance !

The 1862 ceremony was reported as quite theatrical – Keswickians know how to put on a show !



150 years on, the Keswick Hotel (the former station hotel) laid on refreshments, while just down the road at Keswick Museum and Art Gallery, old cine film of the line right through to Workington was on show. Stands for local railway organisations were also in attendance, looking to the future of the Keswick to Penrith line and of the Windermere branch in the South Lakes.

The Derby Lightweight Preservation Group, who are restoring one of the 1950s diesel trains which ran on the route also joined in.

Threlkeld Quarry and Mining Museum had an open day with a steam train running up to the higher parts of the quarry.

This summer there will be themed guided walks along the route between Keswick and Threlkeld and other events are also being planned. Local websites will provide more information, especially [www.keswick.org](http://www.keswick.org). Keswick tourist information office on 017687 72645 should also have details.

## **TIGHT CLEARANCES**

**There is constant pressure on sites for housing and other development.**

**In the Lake District National Park the re-use and conversion of older buildings is encouraged.**

**One recent development is the extension and modernisation of “Hill Cottages” next to the railway line between Troutbeck and Threlkeld, next to bridge number 87, east of Mosedale Viaduct.**

**The Lake District National Park Authority (LDNPA) planning reference number is 7 2011 3060.**



**The LDNPA had asked CKP Railways plc (CKP) to comment on the plans in advance.**

**CKP had expressed concern that the building could be too close to the alignment to allow safe clearances from passing trains in the future. CKP provided details of relevant railway standards (such as GE GN 8573) and calculated the clearances which should be provided.**

**Some of CKP’s supporters expressed concern after building work started.**

**A recent site visit confirms that the building has been placed very close indeed to the original track alignment – the end result being that it might be too close to allow double track to be re-instated on that section. That could impose a significant restriction on the operation of the line and might limit its ability to handle frequent or special services.**

**A railway can not “dodge round” obstacles like a road.**

**Very large radius curves are needed (several hundred metres radius for operation at any reasonable speed), while gradients steeper than 1 in 100 are not recommended where severe weather conditions may be encountered.**

**CKP continues to liaise with all the Planning Authorities to try and ensure that all developments and the railway can exist harmoniously. Increasingly, the messages are understood and absorbed.**

**The LDNPA has a policy to protect the railway trackbed.**

**Effective protection consists of more than just preventing construction where the tracks were.**

**The Lake District National Park is responsible from Keswick to Penruddock.**

**From Penruddock to Penrith, Eden District Council is in charge.**

**Cumbria County Council has responsibility for some forms of development including transport.**

**The Railway Project website: [www.keswickrailway.com](http://www.keswickrailway.com) has links to all the Authorities for monitoring planning applications. We encourage all our supporters to do just that and make their opinions known on any issue – no need to wait for guidance from us, although we would appreciate copies of any relevant correspondence !**

## **FUNDING FOR THE NEXT STEPS**

The next stage – legal and approvals – would be regarded as “speculative” by most potential funding organisations, but is absolutely essential. That stage could cost in the order of £ 1 million and has to be completed in one go – a “stop – start” process would not be acceptable.

Several of this Project’s supporters have commented about the money which the Government has provided to develop the case for the “HS2” route (high speed line between London and Birmingham initially, then to extend northwards). The main aim seems to be to attract passengers away from domestic air travel between major cities.

To date several billion pounds seem to have been approved by national Government to develop the case for the high speed route, undertake design work and start construction.

For the same money, railway re-opening projects like Keswick to Penrith could probably be undertaken in almost every county or region of the UK, re-connecting dozens of communities and tourist destinations to the national railway network.

CKP continues to explore all possible funding avenues – private, public, institutional and many combinations thereof.

## **NOT UNDER THE ROAD**

Many people think that the Railway route was taken over by the A66 road.

West of Keswick, indeed, much of the alignment has been used or damaged by road developments. However, that is not what we are working to re-instate.

Our immediate objective is the line from Keswick eastwards to the West Coast Main Line at Penrith. The earthworks and structures on that section are still mostly intact because the line closed after much of the A66 was built. The road only crosses in 3 places, all of which can be bridged.

A new line from Keswick to Cockermouth and Workington would be more challenging and costly, but may be easier to justify once Keswick to Penrith is operational.

## **125 YEARS AGO (from the Keswick Reminder)**

Mr Brunskill, rector of Threlkeld wrote in support of proposals to link Ambleside and Keswick by rail: “I had the cruel experience of the toil or cost between Birthwaite (Windermere) and Ambleside or Rydal, and I believe that there is increasing danger from such coach travelling, while the excessive vehicular traffic on the soft road injures, by dust and mud, to tourists who can walk. On behalf of the horses, commonly driven to Keswick and back, 46 miles, I would plead that their journey be shortened by this almost hidden railway.”

## **KESWICK TWINNING ?**

The town of Bouaye, near Nantes, in France, has recently suggested twinning with Keswick.

Bouaye claims many similarities, including a population of just under 6,000 and a large lake.

In contrast, it also has a working railway station and is not far from a significant regional airport.

## **WELCOME WORDS**

Cumbrian Author Hunter Davies sprung a welcome surprise for the Project in January.

In the magazine “Cumbria Life” he published a list of ten New Year wishes for Cumbria.

Number one was - the re-opening of the Cockermouth, Keswick and Penrith Railway !

## **THANK YOU FOR DONATIONS**

A big thank you to everyone who has sent donations to help keep the effort going. These are much appreciated and help demonstrate that this is a railway which people really want to see re-built.

## YOU CAN STILL SUBSCRIBE FOR UPDATES

Subscription for a full year is still only £10 (*despite rises in VAT and postage costs !*)

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.

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

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

## 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 offering 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. Online sales do not qualify for this offer.

## 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 978-1-902543-02-4.
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.

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

*N.B. All 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.

## BUY BONDS – INVEST IN THE RAILWAY PROJECT !

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

About £400,000 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, giving your postal address, to receive a free copy of the Prospectus.*

**Cedric A. Martindale.**

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