



return to **KESWICK**



...on a modern train from your station !

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INFRASTRUCTURE IN FASHION

The British Chambers of Commerce recently remarked that spending on infrastructure would be a good way for Government to promote economic recovery and growth. Infrastructure, particularly public transport and communications, provide services which businesses and people in all walks of life can use in vastly different ways to support their own development, achievements and lifestyles.

At a national level, development programmes have often been targeted at particular industries or sections of the community, where major improvements or even “rescues” are seen to be needed.

Such schemes, however well intentioned, seek certain results and may completely miss areas or communities which could benefit but have needs other than the ones which the funders had in mind.

Transport links, particularly railways, benefit everyone.

To use trains, passengers can be any age, do not need a licence, do not need to “pre-invest” large sums (such as buying and insuring a car) and do not need to attain a particular standard of fitness.

Trains are available to everybody to travel independently as and when they need to.

Trains running on the Keswick to Penrith route, re-instated as proposed by CKP Railways plc, would be provided by existing operators on the National Network, a system covering the whole UK and linking to mainland Europe, with integrated timetables and through ticketing to and from any station. Many trains would run direct to and from destinations far beyond Cumbria.

People traveling to and from the area by train would also be more likely to use local public transport such as buses, boats and taxis – local services and the environment all win.

As well as the obvious benefits for Keswick, Penrith would also gain from having trains running to and from a new range of destinations across the north of Britain,

Keswick and Penrith both have parking issues – a rail link would help ease those problems and allow more trade in both towns with less cars.

There has been concern in recent years that less and less long distance trains stop at Penrith – train operators such as Virgin, the current West Coast Franchise holders, have made the point that having connections to Keswick would give them good reason to have more stops at Penrith.

The Keswick to Penrith Railway would

- allow businesses to keep in touch with customers and stakeholders much more easily by providing fast connections to all parts of the UK and even mainland Europe- the North Lakes and West Cumbria are home to a wide range of businesses with customers far and wide
- provide access for visitors without cars (including those from abroad who have flown in to regional airports), improving equality of opportunity to enjoy the National Park
- provide quicker and easier links between people, work, services, shopping centres, education and employment in the North Lakes, Eden District and Carlisle in particular – communities which are complimentary but not easily accessible for anyone who does not drive a car
- allow more visitors to come with less environmental impact – sustainably boosting local businesses and better protecting the natural beauty which provides the reason to visit
- open up new opportunities for local travel and tourism businesses.

MODEST COST – MAJOR BENEFITS

Central Government funds projects which it sees as being of national importance – generally in or linking cities and densely populated areas. Currently such projects include the London Crossrail scheme and the proposed “High Speed 2” rail route from London to the Midlands and North, as well as improvements to the motorway and trunk road network.

Government backed projects tend to be multi-billion pound packages, providing improvements or more choice in areas and along routes which already have significant transport provision.

That could be compared to the change from analogue to digital broadcasting, or the introduction of 3G and 4G mobile phone services – more choice and a better service.

Re-instating the Keswick to Penrith railway and linking in to the national network as we propose would be a start from ZERO – like introducing the first radio or TV broadcast or the first ever mobile phone service in the area.

The North Lakes currently have no rail links whatsoever – the route was taken out in 1972, putting transport provision for an area with diverse business and a massive dependence on tourism back into the early nineteenth century. The line was closed despite massive local protests.

Now is the time to right that wrong.

Re-instating the Railway will cost a tiny fraction of any of the Government’s current range of projects but provide a huge “step change” in quality of life and opportunity for a large area of northern Britain.

Government expects such projects, which it perceives as only of local importance, to be supported and funded by local authorities, such as District and County Councils.

Those authorities, however, depend on ever-tightening budgets, mainly provided by Central Government, which are already stretched to maintain existing services.

Cumbria County Council, which is the Transport Authority for the area, many years ago pledged non-financial support for the Railway Project – underlining its own difficult financial position.

In reality therefore, projects such as the Keswick to Penrith railway developed by CKP Railways plc have to fund totally independent funding. That is much more difficult as the scheme promoters have to make the money work much harder.

Costs are incurred in

- identifying potential sources of funding
- developing a funding scheme and approaching potential funders – even drafting and publishing a Prospectus for Bonds in accordance with all relevant legal requirements costs tens of thousands of pounds, before printing, distribution and administration are accounted for
- providing a return for investors to encourage them to provide the funds
- Employing people to undertake the work and manage it
- Paying for the actual scheme development and construction

The Directors of CKP Railways plc take no income from money provided to the scheme by its supporters, which makes the project affordable and cost-effective, but limits the pace of development.

Compare that to a Government project, where paid staff are already available and the money is essentially “free” – Government has a pot of money available every year and simply decides where to spend it.

CKP Railways plc has to persuade others to provide the funding to get through the justification and approvals stages – when there are no guarantees of an eventual return.

Government projects have such funds provided and thus proceed far quicker.

MAINTAINING THE ASSETS

For about 90% of the route length, the original earthworks, bridges and other supporting structures of the original railway are still in place and mostly in good condition.

Together those features represent about 75% of the cost of building a railway.

Tidying up, laying track and re-installing signalling and controls systems are a relatively small part of the cost for a simple point to point railway route and will be quite quick to achieve.

The bridges and structures from Penrith to Keswick were well built, strengthened in the 1930s to handle heavy main line steam locomotives (more punishing for the track than even modern freight trains) and well maintained until closure in 1972. Railways are designed and built to last hundreds of years, not a few months like many modern consumer electronic devices.

Since closure, ownership and responsibility for the route has become divided.

Most major bridges are on the section between Keswick and Threlkeld which is managed by the Lake District National Park Authority (LDNPA) as a foot and cycle path. A new LDNPA apprenticeship scheme will see trainees learn practical skills including looking after bridge decks.

In the long term, heavier maintenance and particularly painting of the structures will be needed. Painting was costed at £4,000 per bridge several years ago, but has not yet been undertaken.

The large viaducts and some other structures are maintained by the British Railways Board (Residuary), whilst other smaller structures are the responsibility of Cumbria County Council where they cross or carry public roads and paths. Finally, some structures are in private ownership. A few structures have been removed as they no longer serve any purpose.

All remaining structures receive some attention, but a long-term full maintenance programme will need more money than those sources can provide.

CKP Railways has been involved in discussions with many different organisations over the years about how to best preserve such structures for the future.

Only an operational railway can generate the sums needed to guarantee their long term survival.

INDUSTRIAL SCALE FUNDING

CKP Railways plc has achieved all the design and development work to date using funding provided by willing supporters buying bonds and through commissions from supportive businesses.

Those supporters are earning a return while that development work continues.

For the next legal and construction stages, funding on a more “industrial” scale will be needed.

Conventional sources of funding such as Banks and Government grants are unlikely to be available for many years ahead, so some new and unusual sources and methods are likely to be needed to re-connect communities.

CKP Railways plc is working on innovative methods to bring together all those who would benefit from the re-opening of the railway with potential sources of funding in a way which would see everyone having a long term vested interest in the success of the railway – more trains and more passengers – rather than sharing in any short term financial gains which might compromise maintenance standards and the long term future of the route.

CKP Railways plc hopes to be able to announce some significant steps forward by Spring 2013.

THANK YOU FOR DONATIONS

A big thank you to everyone who has sent donations, of all sizes, 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-opened.

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 January and May – 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 Railrovers 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.

BSc.Hons, AUS, CEng., MIMechE, CMILT. - Director

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