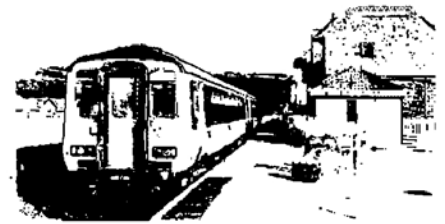




# return to **KESWICK**



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

*UPDATE NUMBER 55*

*WINTER 2013 - 2014*

### NEW YEAR RESOLUTIONS ?

The Liberal Democrats Transport Policy Paper from 2008 entitled "Fast track Britain" talked about forming partnerships for railway re-openings and facilitating funding. Significant clauses include:

- 1.2.2. **Choice:** Citizens should be empowered by the transport network to choose how they will travel,
- 1.2.5. **Responsibility:** Transport must substantially reduce its carbon footprint, supporting the aim for Britain to be carbon neutral by 2050.
- 1.3.1. includes
  - **Enables bigger and better local transport:** We aim to bring public transport up to the highest European standards by 2050, through sustained investment.
- 2.1.5. includes:
  - **Make it possible for local authorities and community rail partnerships to draw down funds from the Future Transport Fund to re-open viable rail lines, working in partnership with Train Operating Companies (TOCs).**
- 2.1.6. includes:
  - **Use the planning system to safeguard former and potential transport corridors.**
- 2.2.1. **Introduce a rolling programme of small-scale rail expansion schemes. We would re-introduce a genuine partnership approach to line and station re-openings**

Rather than simply campaign and expect others to do something, CKP Railways plc long ago set about the task of proving the feasibility, arranging engineering design and environmental studies, working towards the simple goal to build and operate the railway between Penrith and Keswick. This has been entirely funded by supporters – hundreds of people have given as much as they can to enable this work. Sales of Bonds exceeded £ 360,000 with occasional applications still coming in. The Directors, have put tens of thousands of pounds of their own money and fifteen years of unpaid effort into this work. Other contributions and commissions from businesses added thousands more.

All of this seems to fit with the current coalition Government's "Localism" agenda.

All 3 major parties listed Keswick - Penrith as a worthwhile re-opening scheme in the run-up to the last General Election so (thankfully) it should not be a party political issue.

This project is gradually drawing more and more attention in both Houses of Parliament through local Members of all parties and others with a more general interest in transport development.

Support from the Local Authorities is growing, but is still patchy.

Much of what is needed would cost them nothing – supportive, practical policies and safeguarding the route would help to unlock other sources of funding and simplify the legal procedures.

The Railway will bring many benefits to a wide area and help all the Authorities achieve many policy goals in the economy, meeting environmental targets and developing social inclusion.

County, District, Parish, Town and National Park Authorities each have a particular role in the relevant planning processes and they could all have a positive impact.

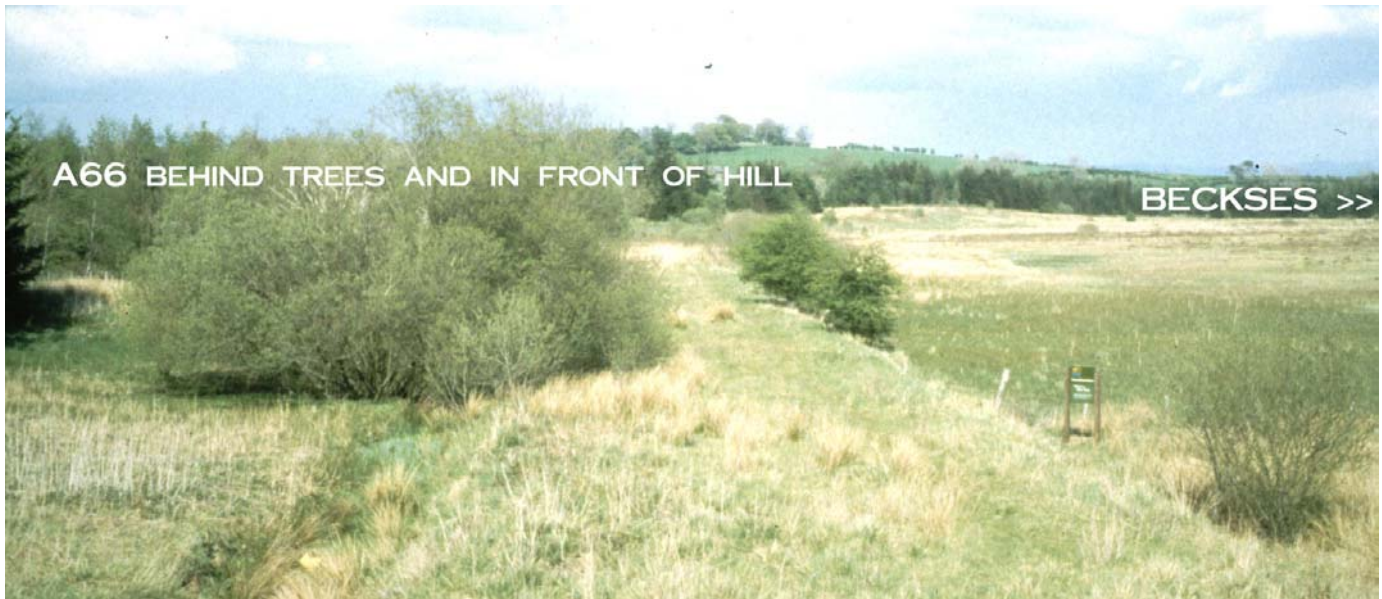
## READY AND WAITING

It is now 40 years since the track was lifted and maintenance of bridges, structures, earthworks and drainage stopped on much of the route. However, most of it remains in very good condition – testament to the engineering skills of the designers (led by Thomas Bouch from Thursby) and the contractors who built the line. It was well maintained until closure in 1972.

The route was upgraded in the early 20th Century to accept the heaviest main line trains, to serve growing tourism in the Lake District (integrated transport and sustainable tourism combining trains, buses and boats, 100 years ago) and to serve major events such as the Keswick Convention. Special trains came to Keswick from London and Newcastle at weekends.

Harsh conditions on the uplands between Threlkeld and Penruddock have limited the growth of vegetation and the protection afforded by the Lake District National Park means that much of the trackbed is still almost perfect. Re-instatement of the track in those areas will be relatively simple.

## LIVING WITH MOTHER NATURE



The trackbed passing Tarn Moss, pictured above, did not disappear under the A66 as some people thought. Without fences, it is less easy to spot, but still in place.

Tarn Moss, a rare, relatively un-disturbed, upland peat bog, is on the right of this view.

CKP Railways plc was recently invited to comment on Natural England's Management Plan for Tarn Moss, which is a National Nature Reserve. Issues such as public access and drainage affect both the Railway and its neighbours.

The Cumbrian winter started in quite a wild manner again. Bad weather resulted in flooding in many areas, although not as severe as in 2009. Many roads were affected, but the railways generally managed to continue operating much more normally.

Railways can be a lifeline in bad weather – they are often the last form of transport operating.

## THE PERMANENT WAY

Some bus services in Cumbria, as well as other areas, are under threat again as Councils trim their budgets. People can not plan their lives around services which disappear after a few months.

A railway with an all day, every day, train service will be a major long term benefit to the area, providing transport for all ages and needs, and far less likely to disappear.

Railway tracks are often referred to as “permanent way” – for good reason.

## **POLITICAL PURSUIT**

**On December 19th, Keswick Town Council again raised the issue of re-instating the Railway to Penrith. The report in the local newspaper the “Keswick Reminder” included the following :**

Councillor Lorraine Taylor has asked colleagues on Keswick Town Council to set up a meeting of relevant organisations, including the Lake District National Park Authority and Cumbria County Council, to review any progress on the re-instatement of the Cockermouth-Keswick-Penrith railway line.

Councillor Taylor also wants the town council to express its continued support for the project, saying: “I’d like to get everyone involved again. It is about investing in an infrastructure for our future and a green economy. It (the rail line) would be a way of getting into the Lake District and not having to bring your car. Towns like Windermere that have that in place benefit by getting an awful lot more foreign visitors because it is easier to access without a car. Tourists get to Penrith train station and they have a wait for a long bus journey on a sporadic service. It would help this area. That is why the LDNPA were keen on it. They see the benefit it brings Windermere and how it can help preserve the Lake District and protect it from overuse of cars. It would also promote cycling and stop roads being jammed with cars in the summer.”

## **ATTITUDE IS THE KEY**

**The Directors of CKP Railways plc have been watching the Government’s efforts to promote a High Speed Railway (HS2) from London to the North. Apparently, national Government has spent millions of pounds on consultation and public relations to try and persuade people that they need that particular railway, while pledging all the necessary funds to build it.**

**Here in Cumbria (in the north...), people have put up nearly half a million pounds to show that they want a railway between Penrith and Keswick – a gesture which surely should be worth matching ?**

**CKP Railways plc applied variously for Millennium funding (received a letter declaring the project eligible for funding, but lost out when funds were re-directed into the Millennium Dome at Greenwich), the Heritage Lottery Fund (but lost out through not being the owners of the Lake District National Park) and the Regional Growth Fund – turned down twice without explanation.**

**The key to unlock the whole problem, though, is simple – attitude.**

## **THE NEXT LEVEL**

**In 2014 CKP Railways plc plans to launch a major funding initiative to underwrite the costs of pursuing approvals for, and construction of, the Railway. This will be carefully targeted. Results will be announced in Updates as the year progresses.**

**Many funding providers seek rapid returns – wanting their money back within months or a few years. That is not appropriate for an infrastructure project such as a new railway, which will stand and serve the area for many decades. A new approach to long term project funding is required to maintain simplicity, while providing continuity of service and stability for all concerned.**

## **THE NEXT GENERATION**

**On 6th December, pupils of Lorton School, Cockermouth, held an online discussion with Cedric Martindale – Director and Engineer of CKP Railways plc. They had walked along the line between Keswick and Threlkeld a few days previously, prompting thoughtful questions and comments.**

**Issues concerning them included the stability of tunnels after digging out, the future of the foot and cycle path, environmental impacts of road traffic and, interestingly, a question whether people have to be a certain age to buy a rail ticket.**

**The discussion went so well that it had to be cut short to ensure everyone got their lunches !**

**Their teacher, Andy Liles, reported that the children were full of enthusiasm at the prospect of being able to use the train in the North Lakes in the future.**

## **SUBSCRIPTIONS FOR UPDATES – PRICE STILL HELD**

**Subscription for a full year has always been £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 Update planned for spring / summer – plus e-mail or website alerts for hot news.

*Iceni Enterprises Ltd. does not pass on 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 978-1-902543-02-4.
2. "Trains to Keswick" is a professionally produced film featuring people along the line. Originally in VHS format, the DVD version with additional information is 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 (minimum order of 3 cards please).

Order forms are distributed with 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.**

## **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 so far towards 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.***

### **Interested in Sustainable Transport generally ?**

CKP Railways plc Director, Cedric Martindale, has produced a book to inform and encourage debate.

Too often planning of communities neglects transport, while transport planning may be done later by operators who are not part of the communities they are expected to serve. Communities may not know what is available while Local Authorities may not have a clear idea of what transport would be appropriate.

The book takes a broader view of transport, reflecting community needs, planning processes and environmental factors, offering information and opinions gained from working and living in many different places.

It should interest anyone studying transport or trying to find solutions for transport problems.

The book has 264 pages and many illustrations, with a soft cover. ISBN 978 1 902543 04 8.

Available direct from Iceni Enterprises Ltd. at £ 27.50 per copy including UK second class postage.

***Cedric A. Martindale.***

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

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