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return to KESWICK



...on a modern train from your station!

Work is under way to rebuild 18 miles of Railway to provide Keswick, centre of the North Lakes, with an all day, every day train service for residents and visitors.

Over £350,000 has been raised from the sale of Bonds.

Engineering Design work is now being followed by an Environmental Impact Assessment and other reports.

Then apply for a Transport and Works Order

After which, construction can start.

The line will be re-opened all in one go between Keswick and Penrith to connect into the national railway network.

After closure in 1972, track was removed and land was sold off, but about 90% of the trackbed is still undamaged.

Some frequently asked questions:

1. Will it be a steam railway?

No. This will be a new line with modern trains running all day every day directly to and from other parts of the UK. Heritage trains might be considered as occasional extras.

2. Aren't all the bridges missing ?

No. The bridges over the river between Keswick and Threlkeld are still used to carry the foot and cycle path.

Mosedale and Penruddock viaducts are still maintained.

Smaller structures can be refurbished or replaced.

3. Hasn't the A66 road been built over the line ?

No. The road and railway simply cross in three places.

A bridge has been designed to go over the A66 at Beckses, near Penruddock. The tunnel near Keswick under the A66 is complete, but hidden. It has been inspected internally.

4. What about the Railway Footpath ?

Studies have been done to ensure that there can still be a path through the Greta valley after the Railway reopens.

Linear walks with a return by train would be possible.

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5. What about buildings blocking the line ?

Some developments at Flusco Industrial Park will make re-instatement more difficult and more expensive, but not impossible. Elsewhere, a few small storage buildings need to be moved. Penruddock station has been developed as a housing estate and gas depot, but can be by-passed.

6. Wasn't Keswick station demolished ?

No. One platform remains, the buildings and canopy have been restored for use by the Hotel. The station could be used by rail passengers and Hotel guests without conflict.

7. Didn't the line close because it was uneconomic ?

No. The line closed to allow the A66 road to be built. The timetable was never modernised, only the trains. Fares to and from Keswick covered the line's costs. Different statistics were used to justify closure.

8. Will it need lots of subsidy?

The constructions costs have all been calculated in detail by Engineers and specialists from Corus rail Infrastructure Services. Methods of financing construction have been discussed. Market Research and studies suggest that between 250,000 and 450,000 passengers per annum are likely. Train Operators can cover their costs at these levels.

9. Who will build and run the Railway ?

CKP Railways plc will manage the line. Construction will be carried out through Contractors. National Network Train Operators will run the service, allowing through tickets and trains to and from most UK stations. The line will join on to Network Rail's lines at Penrith.

10. Is this project part of Network Rail or the Government's plans ?

The Government has no plans to reopen any railways before 2014. This is an independent project started to meet a local need. Local people, businesses and other supporters have provided all the development funds - no Lottery funds or public grants. The Northwest Regional Development Agency (NWDA) supports the re-opening proposal and funded a study into the Business Case, with very positive findings. Keswick Town Council is the project's public sector "Champion".

**When you plan a journey anywhere in the UK by train,
phone "Chester-le- Track" on 0191-387-1387
to buy your tickets in advance.
Quote "CKP Offer", and pay by credit card.
Spend over £25 and they will pay commission
to CKP Railways plc to help fund the re-construction project
- at no extra cost to you !**

HOW CAN I SUPPORT THE RAILWAY PROJECT ?

£10 buys a year's subscription to our Newsletter, called "Update", usually produced about four times each year - more often when there are significant developments.

For £14.00 you can buy the DVD "Trains to Keswick" - film of the line, trains, interviews with staff and local people, made just before closure in 1972. This was previously produced as a VHS video which is no longer available. The DVD should be released in Spring 2009.

For £20 you can buy a copy of the case study which gives statistics, the justification for the rebuilding project, and even some aerial photographs of the line.

**Profits on every item help support the project to
rebuild the railway between Keswick and Penrith.**

Just fill in the form on the back of this leaflet and send it with your cheque or Postal Order to:

**Iceni Enterprises Ltd
1 Solway Park
CARLISLE
Cumbria
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