



return to **KESWICK**



...on a modern train from your station !

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PRESSING AHEAD !

Work on the Environmental Impact Assessment (EIA) continues through the seasons, compiling existing information and undertaking specialist studies to fill the gaps. Local knowledge and local skills are being used wherever possible.

This is an essential part of the application for the Transport and Works Order. Regardless of the fact that the Railway once existed along this route, assessments have to be made of the effects of reconstruction today. Operating Railways can act as wildlife havens by excluding much human interference, and the line is already part of the landscape.

Any potential effects on human activity also have to be taken into account.

CKP Railways plc and Corus Rail Infrastructure Services have a programme of work which continues through the winter months to ensure that all important species are monitored, and the changing landscape is fully understood and evaluated.

Minimising the impact of the new Railway means gaining a full understanding of:

Bats
Badgers
Crayfish
Deer
Great Crested Newts
Red Squirrels
To name but a few !



River effects, changes to road traffic patterns resulting from the reopening of stations, social and economic effects are all being studied too.

Records of land ownership are also being compiled.

If you know someone who owns part of the trackbed and

has not yet been contacted, it is only because we have had difficulty tracing them.

Various types of records tell parts of the story, but we have not quite completed the task.

We would like to close the gap, and keep all owners fully up to date with progress.

PLEASE CONTACT John Halsall, Environmental Consultant, Corus Railway Infrastructure Services, PO Box 298, York, YO1 6YH, Tel: 01904 454840, or e-mail: john.halsall@corusgroup.com

FLUSCO PLANNING ISSUE - STILL BATTLING ON !

After Eden District Council granted planning permission for the Industrial Park access road which would breach the trackbed in a damaging way at Flusco, CKP Railways plc made a formal complaint to Eden District Council. The answer received was considered unsatisfactory. Since then the complaint has been seen by a number of Government Offices.

The issue is now with the Local Government Ombudsman.

One of the difficulties with the current planning system in the UK is that permission to build and operate the line comes from Central Government, not local authorities, but local authorities' activities and decisions have impacts on the trackbed in the meantime.

Also there are restrictions on who can appeal against, or make valid complaints about, planning decisions. The current rules, in some cases, make it easier (or less painful) for Local Authorities to approve controversial, unpopular or damaging schemes rather than uphold principles and policies. This is not a simple situation to deal with. Every Authority has its own ideas and priorities, which do not necessarily match ours, or each other's.

BALANCED REPORTING ?

In April, RAIL magazine published an article on Railway Cost Benefit Analysis by Richard Bowker, formerly head of the Strategic Rail Authority (SRA). In that otherwise interesting and informative article, there was an implication that reconstructing the Keswick to Penrith Railway could cost up to £500 million, and that the benefits would not justify the effort.

CKP Railways plc sent a detailed reply to RAIL magazine, explaining why costs would actually be only a small fraction of this amount, and in balance with the real benefits for the area - many of which would be enjoyed by communities and authorities which would not necessarily contribute to the costs. The letter was not published by RAIL, but can be read on our website.

WHAT'S THE POINT ?

The aim is to provide all day, every day services of modern trains linking Keswick to Penrith and other parts of Northern Britain. A unique aim, and one which is still sadly misunderstood in some quarters. Most reopened lines over the last thirty years have been preserved / heritage lines which basically operate as an entertainment venue / leisure activity. Those lines operate on a part time basis and their customers are generally people looking for something to do as visitors.

The CKP line is designed to meet a real transport need, and be used by people going about their normal daily business, not just tourism, but also work, education, essential journeys and providing accessible transport for the whole community. All design work is aimed at providing a thoroughly modern system, not a museum piece, but one which fits into, and respects, its unique surroundings.

In the Autumn, the Lake District National Park Authority is expected to decide whether to apply for World Heritage Site status for the Park - an earlier attempt apparently failed because the A66 (as built after closure of the railway) was considered a scar on the landscape.

Reconstruction of the Railway provides an opportunity to mitigate that damage, head off any suggested need for future damaging expansion of the road, and support the environmental and economic health of the region in the future.

A quick calculation, based on Department for Transport statistics, suggests that use of the Railway by between 250,000 and 400,000 passengers per annum would save the equivalent of two deaths on the roads every year - a priceless benefit.

MONEY MATTERS

Interest distributions to Bondholders were made during July. A significant number of Bondholders have elected not to receive their annual interest payments - preferring to see funds reinvested in the project to rebuild the Keswick to Penrith Railway.

Bonds are sold in multiples of £100 and pay interest at the rate of 4% gross per annum.

Full details and application form in the Prospectus. Our address is at the end of this Update.

The next batch of Certificates will be issued in December - just in time for Christmas ! Bonds can be bought on behalf of friends or relatives, and the Certificates have proved attractive to collectors.

4% per annum is also the rate at which the original Cockermouth, Keswick and Penrith (CK&P) Railway typically paid dividends to shareholders.

Bond applications continue to come in, but as usual rather more slowly through the summer holiday months. A very welcome investment of £10,000 was received in May, and others for sums ranging between £100 and £2,000 during June and July. A continuing flow of income is essential to ensure that the programme of environmental work continues on schedule.

Commitments have been made to studies planned for September, and others are due to start soon.

CKP Railways plc has been in discussion with a potential source of funding which, if successful, would underwrite much of the remaining study work. Unless or until this funding is secured, Bondholders remain the most important source of support for the project, marking it out as a unique project for the reinstatement of a serious Railway service.

TRANSPORT COSTS

The AA recently published an analysis of costs of motoring for cars with various engine sizes and annual mileages over a wide range. With everything taken into account, including depreciation, costs per mile of running a car vary from 33p to 90p per mile for typical family sized cars.

EUPHONY PHONECARDS

It appears that Euphony Communications have decided to stop supporting the use of their pre-paid phonecards. This came as a surprise to us, and many people who have bought cards to support the Railway project. Last year when Euphony changed hands sales of phone cards were suspended, but we were told that the situation was under review and there might even be a relaunch.

We are saddened by this move, as the phonecards were convenient, popular, and generated useful commissions to support the Railway project. We will keep our eyes open for any other useful products or services which also generate revenue, and will keep everyone posted !

WATCHING OUR COSTS

25% of every subscription for Updates (we ask for £10 per annum) is paid to CKP Railways plc for investment in the Railway reconstruction project. We encourage people to receive their Updates by e-mails as this cuts down on printing and postage costs.

We were recently asked if this would allow more money to go into the Railway project.

If enough people pay subscriptions and opt for e-mail we will be able to increase this percentage.

We have kept the asking price at £10 per annum since Updates were first issued in 1997 - nobody will be surprised to hear that the costs of paper, printing and postage have risen considerably since then. The subscription money also allows us to send copies to the media, local authorities, politicians and others who need to be kept informed of progress.

We look forward to your continued support !

www.ckp-railways.co.uk

THINKING OF APPLYING 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.
Please contact the address below for a copy of the Prospectus.**

KEEPING IN TOUCH

- 1. If you have not already done so, please subscribe to Updates (£10 per calendar year).
25% of every subscription goes to CKP Railways plc to help fund development work.**
- 2. 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 - we can not contact you otherwise !**
- 3. Visit the website - www.ckp-railways.co.uk. This site has information about the project and its history, plus photographs of the line and surrounding countryside in all seasons.
The text of some earlier Updates is kept on this site. Latest news is also posted from time to time.
There is a linked site about the old Cockermouth, Keswick and Penrith Railway (the CK&PR).**

CHRISTMAS GIFT IDEAS WHICH SUPPORT THE PROJECT

- 1. Steam on the old CK&PR in winter. 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, are available from us, post free.
Prints (24" x 16") are £18 each, greetings cards (6" x 8") with envelopes are £1.40 each.
25% of the price of every order placed with us goes into the reconstruction project.**
- 2. "CKP, only sleeping" is a CD containing 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 surrounding landscape in all seasons.
The double CD costs £10. Each sale makes a contribution to the re-construction project.**
- 3. "Trains to Keswick" is a professionally produced video recording the history and 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 (post free) and 25% of the price goes to the reconstruction project.**
- 7. 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.
£5 from every copy sold goes into the reconstruction project.**
- 4. "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.**
- 5. Book your rail tickets through "Chester-le-Track" for any journey on the whole 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 and must be paid for by credit card.
Chester-le-Track also sells tickets "on-line" but these do NOT qualify for the CKP offer.**
- 6. We collect and send used printer and fax ink-jet and laser cartridges for recycling.
Please contact the address below if you are interested in collecting in your area.
There are no costs and no money to handle - postage is free and packaging is supplied.**

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

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ICENI ENTERPRISES LTD., 1 SOLWAY PARK, CARLISLE, CUMBRIA, CA2 6TH, UNITED KINGDOM.

email: cedric@martindale.force9.co.uk