

Moving Forward



The Friends of the Settle - Carlisle Line Prospectus

- **Maximum line speed (currently 60mph) must be increased**
It was built for 90mph! Higher maximum needed for through trains, diversions and to enable late trains to catch up.
- **Passing facilities must be provided to cope with mixed traffic, freight and passenger**
Lack of these causes big delays on such a long route.
- **It was built as a through route from London to Scotland and needs to resume that role, in whole or in part**
It is regarded as some sort of country branch line - its through potential is unexploited.

The Line



The Rolling Stock



- **Tourist friendly stock of World standard needs to match World demand**
Such stock exists in the UK and should be used on the S&C of all routes.
- **Medium and long distance stock must be provided**
Commuter stock will not do for a 3 hour journey.
- **Liveried, or at least badged, stock would be welcome**
The S&C brand image is of immense value and potential.

" If I have a remaining hope it is that on the regular diesel services the operator might one day introduce rolling stock with a glass roof. It is such a pleasure on mountainous tracks on the continent to be in a properly-designed observation car, and the unusual rolling stock provides a powerful advertisement to potential travellers that a very special train journey is on offer."

Michael Portillo April 2014

- **The timetable has remained stagnant since reprove It needs total revision to meet today's demands**
It has big gaps and anomalies. Hourly, clock face timetable should be the starting point.
- **Connections at Leeds and Carlisle need to fit with those to London, Glasgow and Newcastle**
Through passengers are increasingly frustrated, at Carlisle especially. Blatant disconnects form Newcastle line.
- **Services to and from Manchester and other regions need to resume**
Huge unexploited market west of the Pennines. Dalesrail weekend trains show the potential.
- **Services from the Midlands and London to Scotland via the S&C should resume**
Built for London-Scotland. Former Glasgow train sits all day at Carlisle. Good politics just now.
- **There is a high demand for steam and locomotive hauled trains**
These trains are often fully booked despite high fares. A Jacobite style operation could work.
- **Passenger capacity must increase to satisfy tourist demand especially**
Two car DMUs consistently inadequate for increasing demand. Coach business has to be limited.

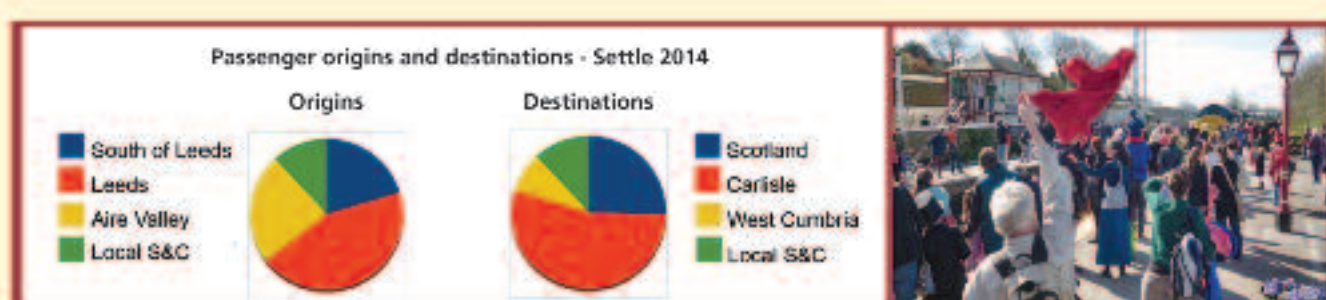
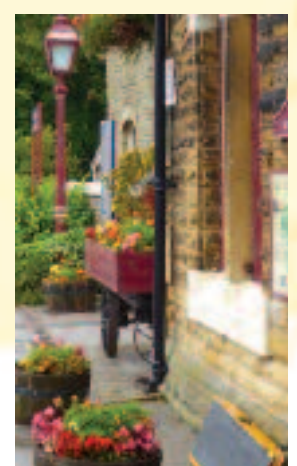
The Passenger Services



General Points



- **There must be a step change in ambitions for the line**
Saved, capacity doubled, hugely successful and here to stay.
- **It is England's third route to Scotland - the one up the middle**
Needs to resume its role on the national strategic scene.
- **Its existence as a diversionary route should be exploited fully**
Bustitution is no longer acceptable where rail alternatives exist - as with this route.
- **Its uniqueness as a through, local, tourist and freight route must be appreciated and exploited**
Nowhere else in the UK do such unexploited opportunities exist.



Poster designed by imagerrail.com

Taking the history of the line into the future



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