

A detailed digital illustration of a steam locomotive, number 287, pulling a passenger train. The locomotive is black with a red front buffer beam. It is emitting a large plume of white steam from its chimney. To the left, a signal post with two red lights and a red-and-white striped arm stands in front of a brick building with a gabled roof. The train is on a track that curves into the distance, surrounded by green grass and trees under a blue sky with white clouds. The text "Golden Age Developments Presents" is at the top, and "The North Somerset Railway The Mendip Line" is in the center. At the bottom, "Railway Manual" and "By Adam Shalders" are displayed.

Golden Age Developments Presents

The North Somerset Railway

The Mendip Line

Railway Manual

By Adam Shalders

Background



Following the Beeching Axe, the last passenger train that ran on the Bristol and North Somerset Railway was 31st October 1959. The railway line remained open to freight, particularly coal trains, from Frome to Radstock. The final revenue coal train on the line was on 16th November 1973. The line from Frome to Whatley Quarry operated for many years after with trains operated by Hanson ARC and later Mendip Rail.

After years of campaigning and raising funds, Mells Road station was reopened as a heritage centre with short running line and steam shed in 1995. The centre had one operational steam locomotive at the time, GWR and ex London Transport pannier number 7739, with various others stored and undergoing restoration from scrap condition. Later in 1999, the first extension to Flowers Farm station opened. The line was meant to run to a site just outside the now Hapsford Junction station but lacked funding. The railway raised funds utilising their pannier and two British Railways Mark 1s.

In 2001 the line continued to Kilmersdon which became the railway's northern terminus. The operational fleet grew larger with various diesels appearing on site and more steam locomotives finishing restorations.

July 2003 a large industrial accident saw the forced closure of Whatley Quarry and all freight operations were terminated. The quarry became derelict shortly after and the track and yard area was purchased in a partnership between the North Somerset Railway and the new Mendip Heritage Rail Services. This allowed for new plans to emerge to reconnect Kilmersdon and Mells Road to Frome. The line extended south to Hapsford Junction in 2004 and on to Frome Market in 2005. Whatley Quarry is now home to the Mendip Heritage Rail Services headquarters and motive power depot. Multiple mainline steam and diesel locomotives are based here and operate mainline rail tours across the country.

The land at Radstock where the old wagon works was located was earmarked to be the location of a new housing estate. It wasn't until 2008 that the council agreed a railway line would boost Radstock's local economy with tourism and with that the next extension was greenlit. April 2009, the first train ran from Kilmersdon to Radstock and the railway became what we know it now as the 8-mile North Somerset Railway. Following the reopening of the Frome section, Kilmersdon platform 2 was closed to passenger traffic as the another passing place was not required at this point in the line.

Stations



Frome Market

Frome Market is the railway's southern terminus. The line here connects to the mainline one third of a mile to the south. This station was opened in September 2005.



Hapsford Junction

Hapsford Junction serves the Whatley Quarry branch, with shuttle trains operating from the bay platform on special occasions. This station opened in November 2004.



Flowers Farm Halt

Flowers Farm Halt is a request stop serving a nearby campsite. This was the North Somerset Railway's first extension and was the southern terminus for many years. In 2004 when Hapsford Junction opened, Flowers Farm closed. In May 2019 a campsite opened on existing farmland, prompting the need to re-open the station. The old run round loop was also turned into camping coach accommodation which opened in 2020.



Mells Road

Mells Road has always been the heart of the North Somerset Railway. The railway originally opened as a railway centre at this site in 1995. The station is home to the railway's steam and diesel fleets and is where all services start at the beginning of the day and finish at the end. This station also acts a passing point to allow up and down trains to cross each other on the single line.



Kilmersdon

Kilmersdon was once the northern terminus of the line. In 2009 after the Radstock extension was completed, platform 2 closed to passengers and is only used on gala and special event days. Kilmersdon is home to the carriage and wagon department who operate out of a replica goods shed next to the platform.



Radstock

Finished in March 2009, Radstock station opened to the public in April that year and became the railway's northern terminus. The station is built on the yards once occupied by the old wagon workshop used by BR. Radstock is host to a large storage shed and yard where locomotives, carriages and wagons are stored prior to further restoration or repair. Radstock is the only part of the line to feature full colour light signals.

Railway Operations

Base Timetable

Both locomotives for the base two train running timetable both start and finish at Mells Road shed. The rolling stock for the trains are stored in the station in each platform.

As Mells Road is not in the direct centre of the line, one train must have a 20 minute turnaround at Radstock to ensure a shorter wait at Mells Road.

Further operational information including railway timetables and locomotive fleets will be available through the North Somerset Railway Discord group. However, this is totally optional, please feel free to run your own timetable and fleet on the railway!

		Steam 1	Steam 2	Steam 1	Steam 2	Steam 1	Steam 2	Steam 1	Steam 2	Steam 1	Steam 2
		2F01	2F03	2F05	2F07	2F09	2F11	2F13	2F15	2F17	2H19
Radstock	Dep	-	10:36	11:21	12:10	12:58	13:45	14:36	15:22	16:15	16:55
Kilmersdon	Arr	-	10:42	11:27	12:16	13:04	13:51	14:42	15:28	16:21	17:01
	Dep	-	10:43	11:28	12:17	13:05	13:52	14:43	15:29	16:22	17:02
Mells Road	Arr	-	10:48	11:34	12:23	13:10	13:57	14:48	15:34	16:28	17:07
	Dep	10:00	10:50	11:38	12:26	13:13	14:02	14:50	15:38	16:29	-
Flowers Farm *		10:06	10:56	11:44	12:31	13:19	14:08	14:56	15:44	16:35	-
<i>Hapsford Loop</i>	Arr	-	-	-	-	-	-	-	-	-	-
	Dep	-	-	-	-	-	-	-	-	-	-
Hapsford Junction	Arr	10:09	10:59	11:47	12:34	13:22	14:11	14:59	15:47	16:38	-
	Dep	10:10	11:00	11:48	13:35	13:23	14:12	15:00	15:48	16:39	-
Frome Market	Arr	10:16	11:06	11:54	12:41	13:29	14:18	15:06	15:54	16:45	-
		Steam 2	Steam 1	Steam 2	Steam 1	Steam 2	Steam 1	Steam 2	Steam 1	Steam 2	Steam 1
		2R02	2R02	2R04	2R06	2R08	2R10	2R12	2R14	2R16	2M18
Frome Market	Dep	-	10:31	11:21	12:09	12:56	13:44	14:33	15:21	16:09	17:00
Hapsford Junction	Arr	-	10:37	11:27	12:14	13:02	13:50	14:39	15:27	16:14	17:06
	Dep	-	10:38	11:28	12:15	13:03	13:51	14:40	15:28	16:15	17:07
Flowers Farm *	Dep	-	10:41	11:31	12:18	13:06	13:54	14:43	15:31	16:18	17:10
Mells Road	Arr	-	10:47	11:37	12:25	13:12	14:00	14:49	15:37	16:25	17:16
	Dep	10:10	10:49	11:39	12:27	13:14	14:05	14:51	15:39	16:29	-
Kilmersdon	Arr	10:15	10:54	11:44	12:32	13:19	14:10	14:56	15:54	16:34	-
	Dep	10:16	10:56	11:45	12:33	13:20	14:11	14:57	15:55	16:35	-
Radstock	Arr	10:21	11:01	11:50	12:38	13:25	14:16	15:02	16:00	16:40	-

REQUIREMENTS & USAGE

Payware – THE ROUTE WILL NOT WORK PROPERLY WITHOUT THESE REQUIREMENTS

- **West Highland Line: Extension**
- **North Somerset Railway**
- **Exeter to Kingswear**
- **West Somerset**
- **Welsh Marches**
- **AP Station Pack**
- **Malmesbury Branch**
- **North Somerset Railway**

Freeware

- **Golden Age Developments Signalling Pack**
- **4 Aspect Simulation Signage Pack**
- **Vulcan Productions Grass Pack**

Installation

Extract the North Somerset Railway .rwp file to a desired folder. Either open the package manager in Utilities.exe or install to your railworks root folder by opening the .rwp with 7Zip.

Usage

- **Please do not redistribute this route or any of the included assets/reskins/scenarios without permission from Golden Age Developments.**
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Route by Adam Shalders

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