

***GOLDEN AGE DEVELOPMENTS
PRESENTS***



The Purbeck Line

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INTRODUCTION

*An introduction and brief history by Andrew P.M. Wright,
Swanage branch historian and Swanage Railway volunteer.*

Herculean efforts by several generations of dedicated volunteers have rebuilt the Swanage branch line – against the odds over 40 years since 1976 – to become the popular Swanage Railway in the Isle of Purbeck area of south-east Dorset.

Thanks to this remarkable, evocative and detailed route for Train Simulator, created by Golden Age Developments, you can experience the thrill and excitement of driving a steam train between Wareham and Swanage in 1955; following in the footsteps of generations of railwaymen since 1885.

Having researched the history of the Swanage branch for more than 35 years – and being a Swanage Railway volunteer since 1982 – I do hope that you enjoy Golden Age Developments' excellent route which gives a tantalising and evocative taste of what it was like to drive a steam train between Wareham, Corfe Castle and Swanage in 1955.

HISTORY OF THE ROUTE

The ten-mile single line linking the market town of Wareham with the village of Corfe Castle – at the five mile half way point – and the emerging seaside resort of Swanage opened in May, 1885, after two years of construction work which included a Purbeck stone viaduct at Corfe Castle.

The new branch line started a mile west of Wareham, at Worgret Junction on the London to Weymouth line, because the people of Wareham would not allow a railway to go through their town – with its historic Saxon earth walls - heading for Corfe Castle.

There had been several failed attempts to build a branch line to Swanage after the first railway into Dorset opened in 1847, linking Southampton in Hampshire with Dorchester which is Dorset's county town.

For the first two years of the new branch line's operation, trains for Corfe Castle and Swanage started and ended at the old 1847 station in Wareham before a new larger station was built in 1887, complete with bay platforms for arriving and departing branch trains.

The new branch line transformed Swanage from a quarrying and fishing community into a thriving seaside resort while the trains also opened up the picture postcard village of Corfe Castle, with its

dramatic castle ruins as a tourist destination. Purbeck stone and ball clay was exported out of the Isle of Purbeck by train.

While enough land was purchased to make the line to Swanage double track in the future - and all the over bridges were built to a double track width – the embankments and under bridges were only built to a single track width.

The first few years of the 20th century saw sidings laid off the Swanage branch for the export of Purbeck ball clay – at Furzebrook, three miles from Worgret Junction, and at Norden, a mile short of Corfe Castle.

Steam traction on the Swanage branch ended on Sunday, 4 September, 1966, with a new timetable being introduced the next day using a three-coach 1957 'Hampshire' class (later Class 205) diesel-electric multiple unit.

Swanage and Corfe Castle stations had closed to freight in 1965 with through trains to and from London ending in 1969 with passengers having to change trains at Wareham.

Although the Swanage branch was not recommended for closure in the Government's 1963 Beeching Report, British Rail announced that it wanted to close the line in 1967 – claiming that fewer passengers were travelling while operating and maintenance costs were increasing. The closure proposal prompted sustained protests and objections from local residents and councils.

After four years of trying, British Rail finally closed the Swanage branch on Monday, 3 January, 1972. Because there was no winter Sunday service, the last passenger trains between Wareham, Corfe Castle and Swanage ran on Saturday, 1 January, 1972 – New Year's Day.

Almost seven miles of track – from Swanage to a point half a mile east of Furzebrook – was lifted in just seven weeks, during the summer of 1972, with Swanage and Corfe Castle stations boarded up and left to face an uncertain future.

In 1978, a new loading terminal was built at Furzebrook – opposite the old ball clay works – so that oil from Wytch Farm, western Europe's largest on-shore oil field north of Corfe Castle, could be exported by rail.

Ball clay trains from Furzebrook ended in 1992 with oil trains ending in the late 1980s. The last train of Wytch Farm liquid petroleum gas from Furzebrook ran in 2005 after which the three-mile single line from Worgret Junction was mothballed by Network Rail.

STATIONS

WAREHAM

A station on the South Western Mainline, it was served by a number of principle express trains from London Waterloo, including the named 'The Royal Wessex' service, Wareham was the mainline connection to the Swanage branch.



CORFE CASTLE

Corfe Castle was the branch's only intermediate station, here the line ran through a natural gap in the Purbeck Hills and past the ruins of the Norman castle where the village got its name. In addition to the station, a small goods yard was provided which served a local coal merchants and creamery as well as the needs of the village.



SWANAGE

Swanage was the line's Southern terminus, during the summer the station's goods yard would often be filled with coaching stock with the additional holiday traffic from London. There was also a small engine shed and turntable provided to service locomotives.



LANDMARKS

SWANAGE GASWORKS

Swanage Gasworks opened in 1867 and was rebuilt in 1882. After the branch opened in 1885 sidings were provided to enable coal, which was heated to create gas to be brought in by rail.



ELDON SIDING

A short siding was provided here to act as an interchange with a narrow gauge system to transport China Clay out of the Isle of Purbeck.



FURZEBROOK SIDING

Another siding was provided here for the same purpose as Eldon Siding. The facility was much larger however.



STOCK

We are fortunate that many locomotives and stock that could be seen on the Purbeck Line are available to buy and download for Train Simulator. The following is not an exhaustive list and should be treated as a suggestion rather than a rule. We have only provided information for the intended eras; however, the route is mostly accurate for the entire period from 1930 to 1965.

STOCK LIST

Here is a list of stock that would be appropriate on the route. This list is neither exhaustive nor exclusive – it is just a suggestion of what stock could prototypically be used on the route. The list is only up to date as of June 2021.

BMG Light Pacific (Both)

RSC N15 Class

VW Q1 Class

DT Rebuilt Light Pacific

SSS Working Days Light Pacific

DT M7 Class

DT Adams Radial

CW T9 Class

CW T3 Class

CW A12 Class

SLC Locos

SSS 2MTT

AP Class 205 Pack

AP Mk1 Coaches Vol. 1

MT Bulleid Coaches 1,2,3

MT Maunsell Coaches (1),2,3,4

DT LSWR Coaches

DT Milk Wagons

DT SR Vans

DT Queen Mary Brake

SSS Departmental Wagons

TS Marketplace Seacow Wagons

CW SR Wagons Pack 1

CW SR Wagons Pack 2

CW Grouping Van Pack 1

Items listed in **bold** are considered important to cover most typical operations on the line.

Key:

BMG	Bossmann Games
VW	Victory Works
DT	Digital Traction
MT	Matrix Trains
CW	Caledonia Works
SSS	Steam Sounds Supreme
AP	Armstrong Powerhouse
SLC	Steam Locomotive Collection

REQUIREMENTS

PAYWARE

Riviera Line

Riviera Line in the 50s

Weardale and Teesdale Network

West Highland Line: Extension

Western Lines of Scotland

Woodhead Line

Settle & Carlisle

West Somerset Railway

Falmouth Branch

Items marked in **bold** are essential for the route to be drivable. You will need to buy and install all the payware requirements in order to get the intended experience. You may need all of the requirements to play the scenarios included with the package.

FREWARE

VP Grass Pack

VP Tree Pack

GAD Signalling Equipment Pack

UKTS Freeware Pack: Clutter

INSTALLATION

To install the route:

- Unpack to contents of the .zip file into a temporary location.
- Right click the installer and click 'Run as administrator'.
- If the installer doesn't automatically detect your Train Simulator directory, click 'Browse' and navigate to the correct location.
- Confirm the final operation to complete the installation.

You should now have successfully installed the route.

Golden Age Developments does not take responsibility for any damage caused to your system as a result of downloading and installing our product.

SCENARIOS

1. [GA] BACK TO THE CAPITAL

Description: Take a large train from Swanage as far as Wareham on its way to London.

Requirements:

- SSS Bulleid Light Pacific (Working Days)
- Matrix Trains: Bulleid Coach Pack 01
- DT M7 Loco

2. [GA] PICK-UP GOODS

Description: Drive from Swanage to Wareham Goods Yard, picking up wagons as you to form a train towards London.

Requirements:

- SSS Bulleid Light Pacific (Working Days)
- Matrix Trains: Bulleid Coach Pack 01
- DT M7 Loco

3. [GA] SATURDAY EXCURSION

Description: Drive a heavy train fully of holidaymakers up to Swanage.

Requirements:

- SSS Bulleid Light Pacific (Working Days)
- Matrix Trains: Bulleid Coach Pack 01
- DT M7 Loco + Additional livery pack
- CW T9 Locomotive

4. [GA] SWANAGE SHUTTLE

Description: Drive a return service from Wareham to Swanage.

Requirements:

- SSS Bulleid Light Pacific (Working Days)
- Matrix Trains: Bulleid Coach Pack 01
- DT M7 Loco

5. [GA] THUMPER RETURN

Description: Drive a morning Swanage to Wareham return service, including a cold start at Swanage.

Requirements:

- Matrix Trains: Bulleid Coach Pack 01
- Armstrong Powerhouse: Class 205 DEMU Pack

ACKNOWLEDGEMENTS

ROUTE BUILDING CREDITS

GRAHAM MONTEITH

Project management
Reference material
Track
Signalling
Scenery building & management
Custom assets assistance

While I have managed the project from its inception and have undertaken a lot of the 'grunt work', the truth of the matter would be that I would not have been able to make a start without the constant support of my friends.

JOSEPH DOVE

Custom assets management

Speaking candidly, without Joe's contributions this project would simply not exist. When I started the Purbeck Line it was merely an exercise in teaching myself to use the route builder and I never dreamed of releasing it to the public. The assets Joe has created have truly brought this route to life and I am indebted to him for his efforts.

HARRY LEWIS

Track
Signalling
Custom assets assistance

Harry has been a driving force behind the route, someone who has consistently pushed and encouraged me every step of the way. He also created the distinctive waiting shelter at Corfe Castle, in addition to this Harry has fixed a number of issues with the route that have appeared during development. He also managed to add easements and super elevation to the route which really help bring it to life. On top of this I have made a very dear friend; Harry, thank you and I look forward to our future projects together.

MATT JAUCHLER

Custom assets assistance

Matt has created many of trackside assets seen on both Purbeck and West of England. He also created the original model of Corfe Castle before handing it over to Benedict of 4 Aspect Simulations to be completed.

ROBERT SKIPWORTH

Custom assets assistance

When the project was still in its infancy before it became an official Golden Age Developments route, Rob was kind enough to make the route's first custom assets. These were the station running-in boards and target signs; I know that he went to great lengths to ensure the font and colours were correct for the time period and his friendship and support have been greatly appreciated.

ADDITIONAL CREDITS

ADDITIONAL FREEWARE CONTENT

I'd also like to extend my gratitude to the following authors of freeware content to all allow me to package their assets.

- Phil Baines - Phil created a fantastic turntable for another project which sadly has yet to see the light of day, I am indebted to Phil for allowing me to distribute this turntable with my route.
- Mark Brinton - Signals and Signalling Scripts.
- Anthony Brailsford - Railpost and Lattice SR Signals.
- Richard Maxted - Narrow gauge track and assets
- Mundo - Point Motor Pack

DEMSOCKS & TROLLEYFODDER

I owe you both a debt of thanks. Before I met you two, I had thought I would never be able to route build in Train Simulator. Your guidance and mentorship has been invaluable, and how you put up with my constant questions I will not know. Thank you, my friends.

KRIS WILSON

Kris, one of greatest things to happen since I started this project was the opportunity to get to know you on a personal level and it is a privilege to be able to call you my friend. I'd like to thank you for your friendship, kindness and encouragement and for the generosity you have shown me.

MIKE HENDLE

Mike, thank you for sharing your treasured memories with us. Your feedback and kind words during the route's development have been invaluable. It makes it all the more rewarding to have someone such as yourself with first-hand knowledge of the branch during steam days tell us that it is how you remember it when you were growing up.

REFERENCE LIST

Andrew PM Wright – Photos, drawings, video references and preface
Signalling Records Society – Signalling diagrams
Middleton Press – Reference photographs
Ian Allen Publishing – Reference photographs and history
National Library of Scotland – Historical maps
Google Maps – Present-day maps
Irwell Press – Track layouts, history, operations, information
Flickr – Reference photographs
The Transport Library – Reference photographs
RCTS Photographic Library – Reference photographs

USAGE

TERMS

- Please do not redistribute this route or any of the included assets/reskins/scenarios without permission from Golden Age Developments.
- The route and assets included in this package may not be used in any payware, donationware or subware content without permission from Golden Age Developments.
- If this route is used in a YouTube video or any other streaming/showcase platform, please provide a link to the Golden Age Developments Website.
- You must also comply with the Dovetail Games EULA.

CONTACT US

Contact us or find more content on <https://www.golden-age-developments.co.uk/>

FOOTNOTES

It has been mentioned that this manual format is similar to that of the wonderful folks at Just Trains' route guides. While some inspiration has been gained from their work, the typeface and document template were chosen before we became aware that they were using the same style. In lieu of fixing what arguably isn't broken, we wish to acknowledge them and point you to their [website](#).

On behalf of everyone at Golden Age Developments, thank you for downloading the Purbeck line.