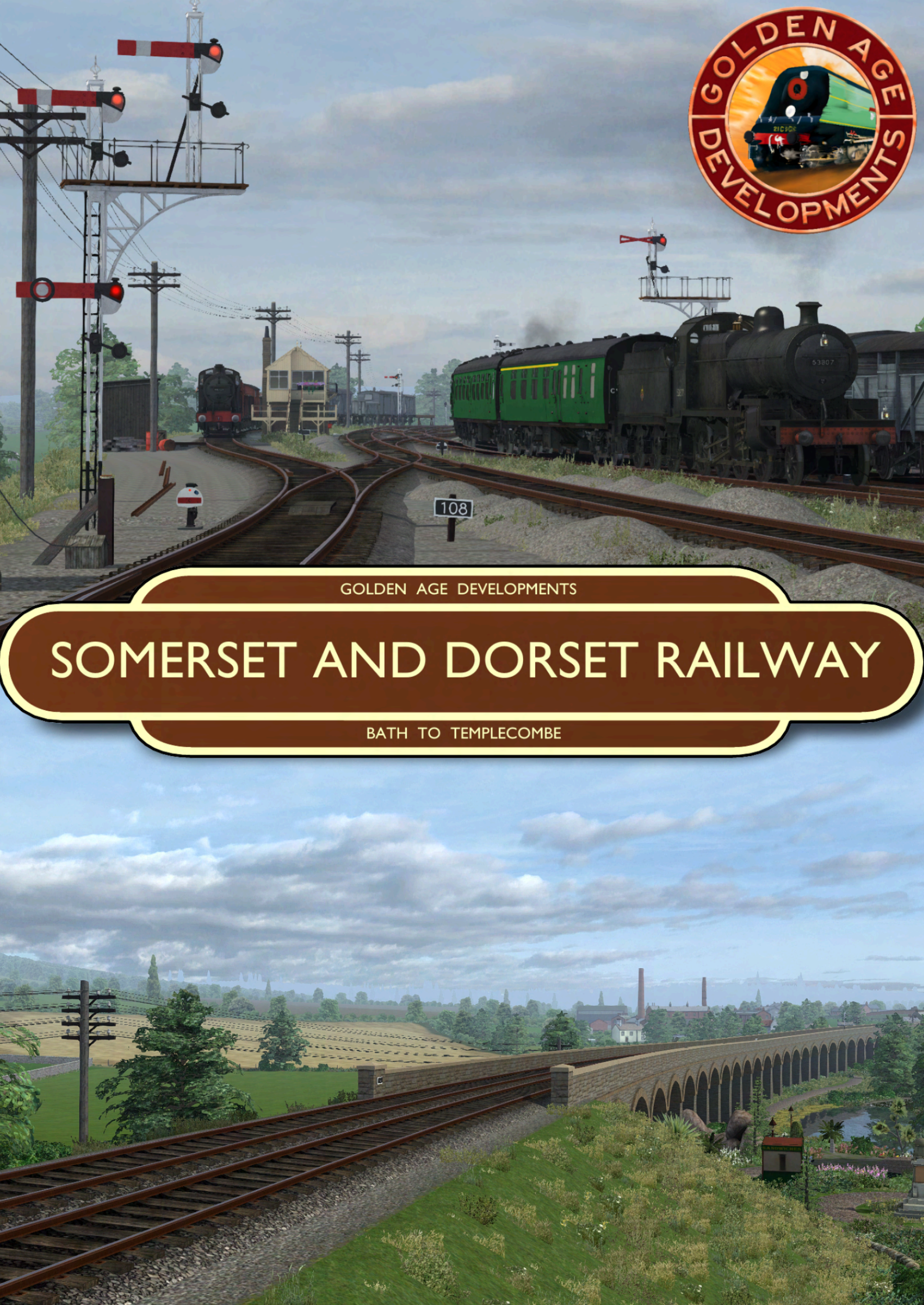


GOLDEN AGE DEVELOPMENTS

SOMERSET AND DORSET RAILWAY

BATH TO TEMPLECOMBE

Table of Contents

Foreword

I would like to personally thank you for purchasing the Golden Age Developments Somerset and Dorset route.

It is difficult to estimate the level of effort that has cumulatively gone into this project. While we can quantify the hours spent in-game and on asset creation during development (around 4500 hours total), it's hard to capture the endless hours of research, scripting, and testing that has been required to bring the S&D to a modern TS Classic standard.

There are far too many people to thank for their support on this project, from all those involved in research, development, and testing. I would however like to personally express my gratitude to Joe, for his herculean efforts on the relentless asset creation the route has demanded; Ken and Monty for their invaluable encyclopaedic knowledge on signalling and scripting; Logan and Anthony, for the top-quality retexturing of rolling stock; Leonard, for creating such a superb set of scenarios; our great team of testers, who have tediously poured over every detail of the route to make sure it is up-to-scratch; and Ash and Harry for their sustained general assistance and support throughout the duration of the project.

I would also like to extend a heartfelt thanks to Kris (from Caledonia Works), for providing a version of his incredible 7F locomotive to be packaged with the route. The amazing state of the steam-era scene within Train Simulator Classic is due in no small part to his relentless push for excellence, and the superhuman dedication to his work.

With this said, we hope you enjoy our first payware route, and we're excited to see the reception it gets from the TS community. If all goes well, it may well be possible that we will have a completed S&D route from Bath all the way to Bournemouth in the not-too-distant future…

Tom
Project Lead

Payware Requirements

The route has been developed using a small amount of existing payware downloadable content (DLC) for Train Simulator Classic (TS Classic). These products will be required in order for the route to function properly. The Golden Age Developments (GAD) team has made an effort to only include DLCs that are likely to already be owned by Train Simulator users who have an interest in the steam era of British railways. The required products are produced by Dovetail Games (DTG), and are available for download on Steam. They are as follows:

1. Train Simulator Academy - UK, US and German Training Zones (included in Train Simulator Classic by default - see ***Installation Guide*** further in this manual to learn how to verify that you have the product installed)
2. Train Simulator: Woodhead Route Add-On
3. Weardale and Teesdale Network Route Add-On
4. Riviera Line in the 50s: Exeter to Kingswear

While not required for the correct functioning of the route, we also recommend users owning the following 3rd Party graphical add-ons:

1. Armstrong Powerhouse Sky & Weather Enhancement Pack 2.0
2. Armstrong Powerhouse Cloud Enhancement Pack
3. RWCentral RW Enhancer Pro

While this arrangement has been used on the GAD Somerset and Dorset route, it is the aim of the GAD development team to ensure that future payware products only require the same DLC as listed above, and ideally no payware requirements at all.

What's included?

The product includes a representation of the Somerset and Dorset Joint Railway mainline (colloquially known as the S&DJR, or simply S&D) between Bath Green Park and Templecombe Upper stations, set during the period from the mid-to-late 1950s. The following items are included within this pack:

- 37.5 miles of detailed route
- Hundreds of custom assets
- A bespoke version of the Caledonia Works S&DJR 7F 2-8-0 small-boilered locomotive
- Retextured and rescripted locomotives, coaches and goods wagons
- Bespoke signals with advanced scripting
- An array of Low-Poly rolling stock, for increased performance in busy yards
- A wide selection of Quick Drive, Standard, and Free Roam scenarios

Later sections of this manual will provide an in-depth description of each of these items, and provide guidance on how to use/navigate them.

History of the Somerset and Dorset Joint Railway

The story of the Somerset and Dorset Joint Railway begins in the early 1850s, during Britain's great railway boom. In Somerset, a canal once served as the main transport link for goods like wool, sheepskins, and peat. However, entrepreneurs Cyrus and James Clark, of the Glastonbury-based shoemaking firm, saw the potential for rail to transform the region's economy. They backed the creation of the Somerset Central Railway (SCR), which opened in 1854, connecting Glastonbury with the main line at Highbridge. This line expanded westward to Burnham-on-Sea in 1858 and eastward to Wells by 1859, offering new economic lifelines for rural Somerset towns.

Meanwhile, in Dorset, a similar ambition was taking shape. The Dorset Central Railway (DCR) opened a short line from Wimborne to Blandford in 1860. The DCR also had aspirations of pushing further north to meet Somerset's growing network. By early 1862, both the SCR and DCR had extended their lines to a meeting point at Templecombe in south Somerset. In a moment of strategic clarity, the two companies merged in 1862 to form the Somerset and Dorset Railway, effectively joining the two counties in a single integrated rail system.

The new railway quickly set about consolidating its route. By 1863, the missing link between Templecombe and Blandford had been completed, providing through services from Burnham-on-Sea on the Bristol Channel to Hamworthy on Poole Harbour. The route continued to grow in the south, with extensions to Poole by 1872 and ultimately to Bournemouth West by 1874, marking the seaside town as the line's southern terminus. However, the railway's most ambitious—and fateful—project came in the early 1870s, when the company decided to extend northward from Evercreech to Bath. This new route would pass over the rugged Mendip Hills, requiring extensive engineering, including steep gradients, deep cuttings, tunnels, and towering viaducts. The Bath extension, completed in 1874, gave the line a direct link to the city and to connections further north via the Midland Railway. But the construction costs were immense and left the company financially overextended.

The Joint Railway

Unable to sustain itself, the Somerset and Dorset Railway was taken over by two of the larger rail companies in 1875: the Midland Railway and the London and South Western Railway (LSWR). They jointly leased the entire network for 999 years. From that point forward, it became known as the Somerset and Dorset Joint Railway. Sadly, just a year later, tragedy struck the newly enlarged line. In August 1876, a catastrophic collision occurred at Radstock, caused by inexperienced staff and the challenges of single-track working, resulting in the deaths of fifteen people. This grim episode underscored the operational difficulties faced by a line that had grown faster than its safety and staffing practices could keep pace.

Despite these early struggles, the Somerset and Dorset Joint Railway entered a golden age around the turn of the 20th century. The Midland and LSWR invested in key improvements, including sections of double track between Midford and Templecombe, and between Blandford and Corfe Mullen. In 1885, a new line was built to bypass Wimborne, allowing trains to run directly from Corfe Mullen to Broadstone without reversals, greatly improving efficiency on the southern end of the line.

Throughout its working life, the S&DJR handled a diverse mix of traffic. It carried coal from the Somerset coalfields, limestone and stone from quarries, peat from the levels, and various agricultural products. It also played a major role in transporting parcels, mail, and express goods between the

Midlands and the south coast. By 1910, Templecombe, one of the railway's central hubs, was handling over 200,000 wagons annually. That same year saw the introduction of the famous Pines Express, a named train running daily between Manchester and Bournemouth. This service captured the public's imagination and became a symbol of the S&D's long-distance aspirations.

The Railway Grouping

The 1921 Railways Act brought the Joint Railway under the purview of the London, Midland and Scottish Railway company. Operating arrangements were largely unchanged, with a large section of the motive power and stock being supplied by the newly consolidated Southern Railway. However, this period of change within the railways of Britain was also the beginning of the S&DJR's slow decline. The interwar years saw increasing competition from road haulage and bus services. Passenger numbers declined on local services, and freight volumes began to shrink. Several branch lines were closed: the Corfe Mullen to Wimborne line shut in 1920, and Highbridge's workshops were closed by 1930. Control over the railway's rolling stock gradually passed to its parent companies, and by the late 1930s, the S&DJR had lost much of its independence.

Nationalisation & Closure

After the Second World War, the newly nationalised British Railways inherited the line in 1948. It was split between the Southern and Western Regions, complicating administration. Further rural closures followed: passenger services between Highbridge and Burnham-on-Sea and between Glastonbury and Wells ceased in 1951, and the Bridgwater branch followed in 1952. Still, the line experienced a postwar surge in traffic during the 1950s, particularly in summer, when holidaymakers from northern England flooded south to the coast via the S&D. Special chartered trains and packed weekend expresses kept the line busy for a while longer.

But by the early 1960s, the writing was on the wall. New roads and growing car ownership eroded the railway's role. In 1963, the S&DJR was listed for closure in Dr Richard Beeching's report, and despite local opposition, the end came quickly. Passenger services were officially withdrawn in March 1966. A few sections limped on for freight use, but these too were closed by the mid-1970s. A once vital artery across rural southwest England had been severed.

Yet the legacy of the Somerset and Dorset Joint Railway has proven remarkably resilient. Despite — or perhaps because of — its operational quirks, steep gradients, picturesque scenery, and old-fashioned charm, the S&D became a beloved part of British railway history. Railwaymen referred to it affectionately as the "Slow and Dirty," and even after its closure, enthusiasts have kept its memory alive. Today, a number of preservation groups operate small sections of the old route. At Midsomer Norton, steam trains run again under the banner of the Somerset and Dorset Railway Heritage Trust. The station at Shillingstone has been restored as a museum and community hub. Other sections have been repurposed into popular walking and cycling paths, such as Bath's Two Tunnels Greenway and Dorset's North Dorset Trailway.

What began as a modest plan to link market towns and seaside resorts became a railway of character and determination – one that may have disappeared from timetables, but not from memory. This latest rendition of the route we have produced for Train Simulator Classic is itself a testament to the railway's status as a venerable icon of British railway history.

The route described

Our route covers the 37.5 miles of track between Bath Green Park and Templecombe Upper stations—an iconic and often challenging section of the Somerset and Dorset Joint Railway. Heading south from Bath, S&DJR services initially run along the Midland Railway's route towards Bristol, before diverging at Bath Junction where the line becomes single-track. A sharp eastward curve signals the start of a punishing 1:50 climb. Locomotives work hard through the confined Devonshire Tunnel, emerging into the scenic Lyncombe Vale. The summit is reached at the entrance to the mile-long Combe Down Tunnel. Beyond it, the line plunges downhill, crossing Tucking Mill viaduct before arriving at the charming station at Midford.

At Midford, the line reverts to double track and winds gently southwest, rising steadily through Wellow station and the halt at Shoscombe and Single Hill. As the route ventures deeper into the Somerset coalfield, it skirts numerous collieries, with Radstock marking the heart of coal operations. Here, nestled at the base of the Mendip Hills, the S&DJR maintained a busy station, goods yard, and locomotive shed—primarily serving banking engines.

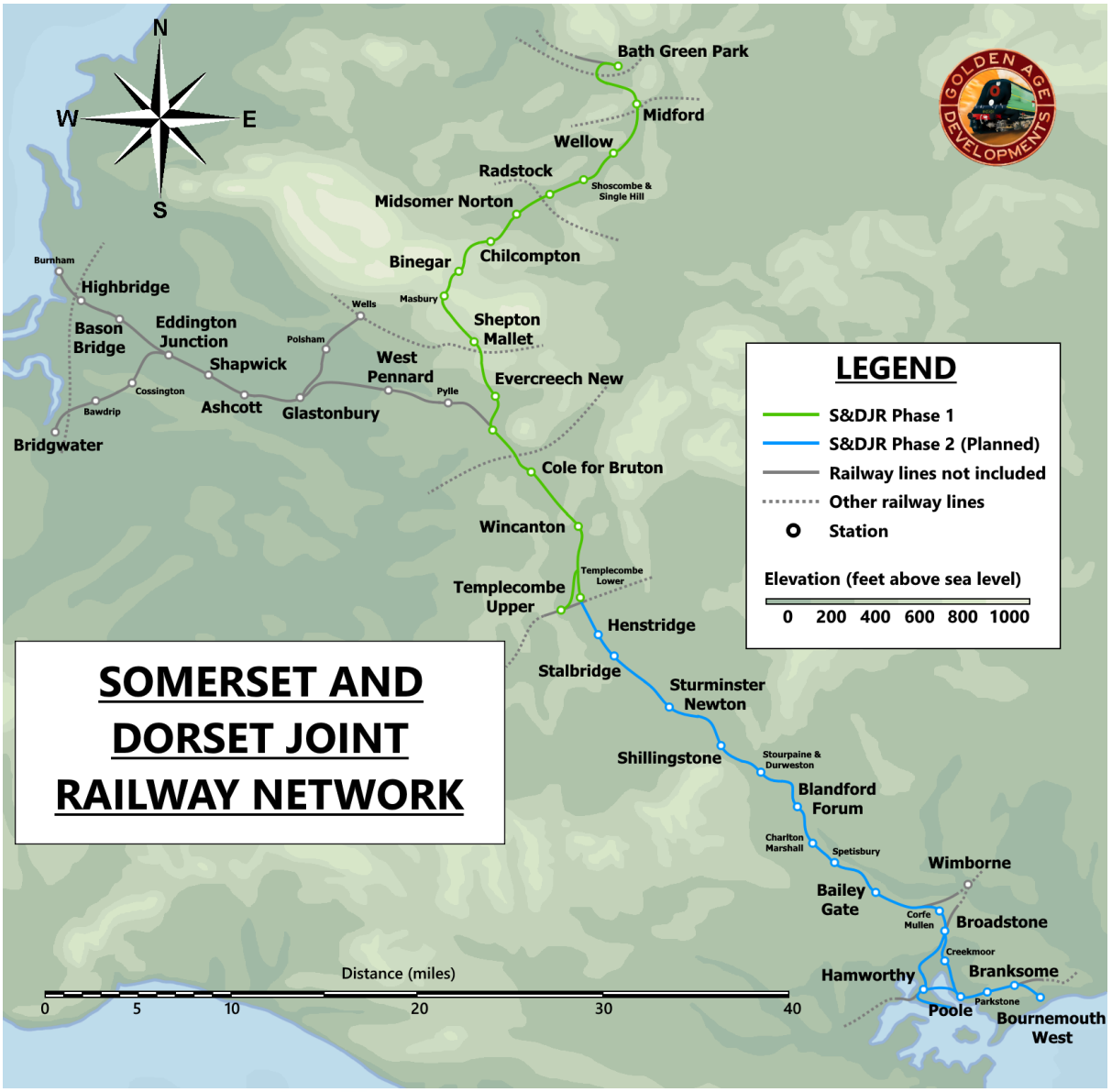
These bankers are essential immediately beyond Radstock, as trains face another sharp 1:50 ascent. Crews are offered a brief respite through Midsomer Norton, but the climb resumes quickly, lifting trains through twin tunnels on approach to Chilcompton station. The railway winds around the Moorewood quarry complex and reaches Binegar. One final effort brings trains to the summit at Masbury—standing 811 feet above sea level. Past Masbury Halt, the descent along the southern slopes of the Mendips begins.

With brakes applied, trains tackle the downhill 1:50 gradient through Winsor Hill tunnels and over the striking Charlton viaduct. Shepton Mallet station lies immediately beyond, and the descent soon resumes, carrying trains over the Prestleigh viaduct. Just ahead, Evercreech New marks the easing of the gradients. The line begins to level off at Pecking Mill viaduct, curving sharply past Evercreech Junction and the nearby station sharing its name.

Beyond this point, the railway adopts a gentler character, undulating slightly past the hamlet of Wyke Champflower and over the bridge that spans the GWR's London to Taunton and Weymouth main line. The next stop is Cole (for Bruton), surrounded by rolling farmland. The line continues through Wincanton, where the town is dominated by the large Cow and Gate dairy. South of the station, the final leg brings us to the junctions at Templecombe. Here, trains could diverge to the goods yard and shed, traverse to the Upper station connecting with the LSWR, or continue onto the single-line branch past Templecombe Lower platform towards Bournemouth.

Route Map

Below is a map of the S&DJR network around the turn of the 1950s, including the full line from Bath to Bournemouth (known as the S&D mainline), and the line from Evercreech Junction to Highbridge and Burnham on Sea (typically referred to as the S&D branch).



The section of railway included within this product comprises the Bath to Templecombe section (labelled *S&DJR Phase 1*). If the route is well received, the GAD development team is keen to continue developing southwards, in a potential expansion to Bournemouth (labelled *S&DJR Phase 2*).

Rolling Stock

Locomotives

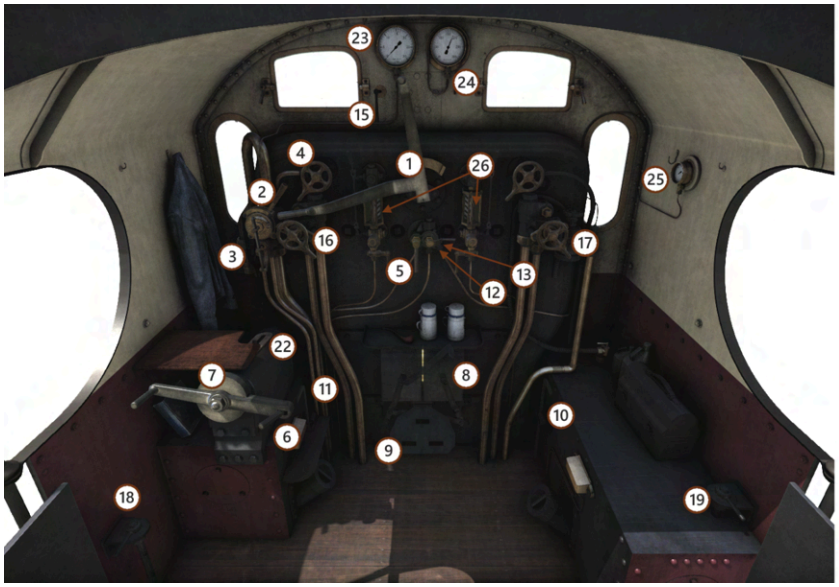
Included within the route is a version of the small-boilered variant of the S&DJR Class 7F locomotive, kindly provided by Caledonia Works. The engine includes tenders sporting both the early and late British Railways crests. A unique weathered livery has been applied to the engine, to represent the condition they would have been found in during the mid-1950s. The engine also includes an extendable Whitaker tablet exchanger, which can be used by players to simulate token exchanges at speed.

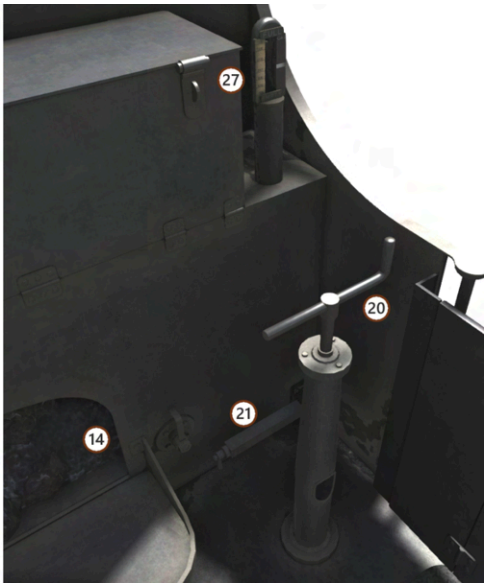
The engines were synonymous with the S&DJR, and from their introduction in 1914 could be regularly observed at the front of mineral, mixed goods, stopping passenger, and even express trains. Eleven were built in total, with some of them receiving large-diameter boilers. The Train Simulator rendition of the locomotive has been equipped with realistic performance physics, simulation, and sounds.

Any users wishing to experience the additional variants of the engine, such as large-boilered engines, right-hand drive cabs, enclosed-cab-tenders and all the liveries the engines wore throughout their working lives should consider purchasing the full S&DJR 7F locomotive pack from the Caledonia Works catalogue.

Cab Guide

The engine has been outfitted with a high-fidelity cab, which includes all the controls required to operate the locomotive. These are as follows:





Controls

1. Regulator (A and D)
2. Brake Handle (; and ‘)
3. Small Brake Ejector (J and SHIFT + J)
4. Large Brake Ejector (U and SHIFT + U)
5. Blower (N and SHIFT + N)
6. Reverser Lock (E to toggle)
7. Reverser (W and S)
8. Firebox Doors (F and SHIFT + F)
9. Firehole Flap (click and drag with mouse)
10. Dampers (M and SHIFT + M)
11. Cylinder Drains (C to toggle)
12. Forward Sander (X to toggle)
13. Reverse Sander (SHIFT + X to toggle)
14. Shovel Coal (R and SHIFT + R)
15. Whistle (SPACEBAR for long whistle and CTRL + SPACEBAR for short whistle)
16. Live Injector (O to toggle)
17. Exhaust Injector (I to toggle)
18. Live Water Feed (K and SHIFT + K)
19. Exhaust Water Feed (L and SHIFT + L)
20. Handbrake (/ to toggle)
21. Tablet exchange apparatus arm (click and drag with mouse)

Gauges and Indicators

22. Reverser Indicator
23. Brake Vacuum Gauge
24. Boiler Pressure Gauge

25. Steam Heat Gauge
26. Water Gauge
27. Tender Level Gauge

Lamps & Headcodes

The S&DJR had a particularly simple approach to headcodes. There were two types of standard headcodes, one for passenger (including express) trains, and one for goods/mineral trains. These included a lamp located at the top of the smokebox, and one located on one side above the buffer beam — left and right for goods and passenger trains respectively. The lamp codes for light engine movements were less strict, but typically involved the crew removing the lower lamp, leaving only a single lamp on the smokebox.

Light Engine Headcodes	Goods Headcodes	Passenger Headcodes
		
		

The lamps on the locomotive buffer and tender can be toggled to display a white or red lamp. To cycle through the lamps on the train, you can use the following commands:

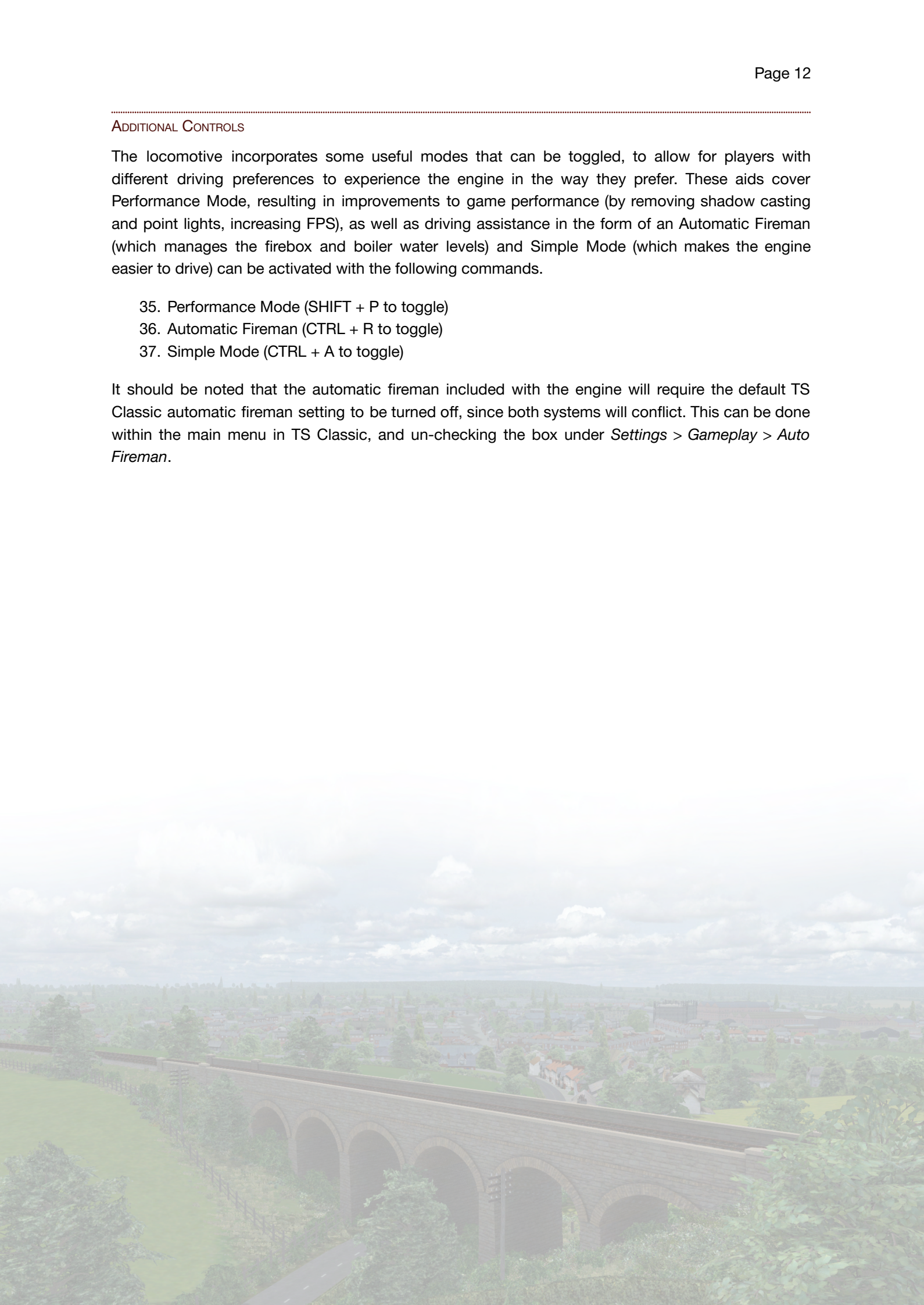
28. Smokebox Lamp (SHIFT + 1 to toggle)
29. Bottom Left Lamp (SHIFT + 2 to toggle)
30. Bottom Right Lamp (SHIFT + 4 to toggle)
31. Tender Top Lamp (CTRL + SHIFT + 1 to toggle)
32. Tender Bottom Left Lamp (CTRL + SHIFT + 2 to toggle)
33. Tender Bottom Right Lamp (CTRL + SHIFT + 4 to toggle)
34. Taillamp at Back of Train (H and SHIFT + H)

Additional Controls

The locomotive incorporates some useful modes that can be toggled, to allow for players with different driving preferences to experience the engine in the way they prefer. These aids cover Performance Mode, resulting in improvements to game performance (by removing shadow casting and point lights, increasing FPS), as well as driving assistance in the form of an Automatic Fireman (which manages the firebox and boiler water levels) and Simple Mode (which makes the engine easier to drive) can be activated with the following commands.

35. Performance Mode (SHIFT + P to toggle)
36. Automatic Fireman (CTRL + R to toggle)
37. Simple Mode (CTRL + A to toggle)

It should be noted that the automatic fireman included with the engine will require the default TS Classic automatic fireman setting to be turned off, since both systems will conflict. This can be done within the main menu in TS Classic, and un-checking the box under *Settings* > *Gameplay* > *Auto Fireman*.



Rolling Stock Enhancements

Upgraded Locomotives

The locomotives included within the route requirements have been provided with upgraded textures and particles, with the primary intention of using these engines on AI trains within scenarios. The locomotives that have gone through this treatment are:

- The MR 4F (from TrainSim Academy)
- The LMS Black 5 and S&DJR 7F (from Kuju)
- The LMS 8F (from Woodhead)
- The GWR 5700 (From Riviera in the 50s)

Upgraded Coaches and Wagons

Similarly, a wide selection of passenger coaches and freight wagons and vans have also been retextured, to provide a higher level of immersion. These rolling stock items have been used to create all the consists (for Player and AI trains) in all the scenarios provided. These can be seen below:

BR Mk1 Coaches in Maroon

Full rakes of British Railways (BR) Mk1 coaches could be found on the many inter-regional express trains, such as the famous Pines Express. In some cases (especially on summer Saturdays), single coaches of this type could be seen strengthening other trains, by adding extra capacity. Additionally, the Full Brake coaches (also known as Brake-Gangwayed, or BG for short) were also used on the famous pigeon specials that frequently ran on the line.

BR Mk1 Coaches in Green

In later years, BR Mk1 coaches replaced the Maunsell 3-coach sets on S&D duties. They were commonly found on the timetabled stopping services.

BR and GWR Cattle and Standard Vans

Used for the transportation of cattle and general goods, they could be of the vacuum fitted (typically bauxite) or unfitted (typically grey) types.

BR 5-Plank and 7 Plank Wagons

These wagons saw widespread use throughout the steam era to transport general merchandise and bulk loads. The wagons could be equipped with tarps to protect their contents.

BR, LNER, LMS and SR Brake Vans

Located at the end of a goods train, it was used by the guard to monitor the train for defects, and to assist in braking duties on the steep descents down the mendip hills. While they were all equipped with powerful handbrakes, they could additionally be of the vacuum fitted (typically bauxite) or unfitted (typically grey) types.

United Dairy (Ltd) Milk Tank

These tank wagons were commonly found on the S&DJR network to serve the numerous dairies located on the line. Being vacuum fitted, they were occasionally attached to the front of stopping passenger trains, and shunted into sidings during station stops (often leading to delayed running, much to the annoyance of passengers and crews!).

BR 16T and 21T Mineral Wagons

The standard pattern BR mineral wagons saw widespread use throughout the Somerset coalfields and quarries. Available in vacuum fitted and unfitted versions, as many as 50 of them could be found making up the longest of S&DJR trains. The 16T wagons were preferred on the line, but 21T variety was introduced during the 50s, but never reached the same numbers as their 16T cousins.

Low Poly Rolling Stock

A selection of low-poly Midland and Southern region locomotives, coaches, and wagons have been included with the route. The use of these assets has a reduced impact on PC performance, when compared to rail vehicles.

The low-poly stock comprises a wide array of scenery items, which have been placed within scenarios in order to provide a bustling atmosphere around the busy stations, yards, sidings, and sheds. It should be noted that, as they are scenery items, the player train is unable to interact with them (such as coupling/uncoupling).

Assets

The S&DJR was the most well-known of the joint railways in Britain, and as a result it boasted a wide and diverse assortment of architecture from the railways that jointly operated it; the Midland (and later LMS) Railway, and London and South Western (and later Southern) Railway. Below are a selection of the line's most iconic structures and locations, which have been faithfully recreated for the route.

Bath Green Park

A classic example of Midland Railway architecture, designed by John Holloway Sanders, it was completed in 1870 and became the terminus for the MR's line from Mangotsfield. Originally named Bath Queen Square, the station was only renamed Bath Green Park in 1951.

Midford Viaduct

An iconic and much-photographed structure on the line, the 8-arch viaduct was located immediately south of Midford station. Built in 1874, and widened in 1908, it spans a minor road, the long-since-closed Somerset Coal Canal, Cam Brook and the GWR's Camerton branch, which became derelict in the early 1950s.

Radstock Yards

The northern nucleus of the Somerset Coalfield, the area became a substantial and reliable source of mineral traffic for the S&D. Mineral wagons going to and from the individual collieries were often shunted into trains at Radstock, for onward travel. A small fleet of shunting and banking engines were stabled in the two-road engine shed located between the yard and Wellow Brook. The limited size of the individual sidings often required some creative shunting from the engine crews working the collieries and yard!

Midsomer Norton Station

Situated on the gruelling southbound climb up the Mendip Hills, the quaint little station was notable for the extensive gardens which were tended to by the station staff, and won many prizes for it. The signalbox controlled train moves in and out of the Norton Hill colliery, which was located immediately north of the station. After closure in 1966, it became a school and, subsequently in 1995 it was leased to the Somerset and Dorset Railway Heritage Trust for restoration. The site has since become one of the main S&DJR pilgrimage sites, with the trust running an operational railway centre and museum at the site. The heritage line at the site operates a mile of track running along the original alignment, heading southwards up the gradient towards Chilcompton tunnel.

Charlton Viaduct

A civil engineering masterpiece, the 27-span structure was designed and built by William Henry Barlow in 1874. Much like other bridges on the Bath extension, it was widened to allow for double track in 1894. It crosses the River Sheppey on the north-eastern outskirts of Shepton Mallet. The viaduct is adjacent to the grounds of Kilver Court, which boasts extensive gardens that can easily be viewed from passing trains. In present times, it is a Grade II* listed building.

Evercreech Junction Station

Immediately south of the junction where the Bath extension meets the original Somerset Central Railway line to Highbridge and Burnham via Glastonbury, this characterful station was very popular with enthusiasts, due to the large variety of trains that could be observed there. The two large marshalling yards handled significant amounts of wagons, and the small goods yard behind the station handled coal, cattle and general merchandise. Whether it was banking engines lining up in the middle road, locomotives using the turntable facilities at the junction, trains splitting at the station, or goods rakes shunting into the yards, one could always count on a flurry of activity at Evercreech Junction.

Wincanton Station

Nestled in the shadow of the large Cow and Gate dairy, the station at Wincanton marked a change in architectural design on the S&D. The traditional MR style heading southwards from Bath was replaced with the traditional SR design and colours at this station; a trend which is maintained all the way south to Bournemouth. A goods yard, controlled from a signal box on the up platform, gave access to sidings for the use of the horses from the local racecourse. The aforementioned creamery and dairy products factory had its own sidings, providing access for milk trains.

Templecombe Upper Station

The small village of Templecombe, not far from the border between the counties of Dorset and Somerset, was home to one of the principal stations on the S&DJR. When originally built, the station (soon after renamed Templecombe Upper) served LSWR traffic on the West of England line. The S&DJR built a platform in close proximity to the station, and called it Templecombe Lower. However, interchange between both stations was cumbersome and inconvenient. As a result, a spur was built, allowing S&DJR trains to call at the upper station, but requiring a set of complicated piloting, combining, splitting, and shunting manoeuvres. This arrangement lasted right up until the closure of the S&DJR. The station also marked the rough midpoint of the line to Bournemouth, and was therefore a common location for crew-changes, with only certain express trains being scheduled to run straight through.

Trackside Infrastructure

In addition to purely scenic assets, the route includes a large amount of trackside infrastructure that would've been found on the line in the latter half of the 1950s. These can be found below:

1 **Mileposts**: The route has been populated with accurate mileposts of the Southern Railway's concrete design, as were found on the S&D in the middle of the 1950s. These can be used by engine crews to determine the location of upcoming speed restrictions, and to report any instances of rough-riding (or other track defects) to the permanent-way department. The mileposts are placed at quarter-mile intervals, as denoted by the lines beneath the milepost number.

2 **Speed limits**: The general speed limit on the S&D line from Bath to Templecombe was:

- 70 MPH for passenger trains of all types;
- 45 MPH for freight trains fitted at-or-above 50%;
- 25 MPH for all other freight trains;
- 10 MPH for all crossovers, shed tracks, and sidings.

In later years, any sections of track that had speed restrictions would have a fixed metal speed sign that would indicate the start of the restriction. In some (but not all) cases, the end of the speed restriction was also announced using these signs. Engine crews were expected to know of the location of these speed restrictions and to slow their trains accordingly in preparation for them. Specific speed restriction instructions will be provided within scenarios as appropriate.

3 **Bridge number boards**: Primarily used by the infrastructure and permanent-way departments to pinpoint the location of faults and defects, they can be found affixed to each bridge, viaduct, and culvert.

4 **Gradient posts**: These were installed alongside the track at all the locations where there was a change in the gradient. The number displayed represents the gradient value, so that a gradient post showing 65 means that the gradient at that point changes to 1 in 65, equivalent to a slope of roughly 1.5%. The ruling gradient on the S&D mainline was 1 in 50, equivalent to a 2% incline, although some of the coal mines had gradients that were even steeper!

5 **Catch points**: These can be found at locations where the unauthorised movement of trains could result in the fouling of the running lines. Additionally, they were installed on steep gradients to derail runaway trains that might result from broken couplings. Due to the limitations of Train Simulator, these are non-functional, and are purely decorative.

6 **Whistle Boards**: These boards were usually placed in advance of level and occupation crossings, to alert users of oncoming trains. Drivers were required to sound the whistle prior to passing each board.

7 **Limit of Shunt Boards**: In instances where shunting moves have to be made wrong-road along a main line, this board marked the furthest point to which a train could shunt. Due to the limitations of Train Simulator, these are non-functional, and are purely decorative.

Signalling Equipment

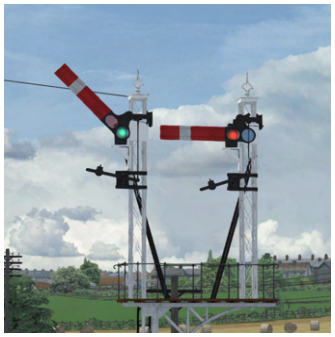
The route includes accurate signals of different patterns and origins, some of which were unique to S&DJR. These have been incorporated into the route through the use of advanced scripting, which allows for accurate signal functionality in Standard scenarios. While the signals also work within Free Roam and Quick Drive scenarios, there are a few known snags that might appear, such as signals not clearing until the player draws their train up to it.

To provide users with a complete description of each signal type, especially considering their S&DJR-specific idiosyncrasies, the following guide has been included:

1 **Home Signals**: These are main signals that engine crews would encounter along a mainline, and consist of a red arm with a white bar. The arm will be horizontal (and the signal lens will display a red light) when the driver does not have authority to proceed beyond the signal, and must draw their train to a stop. The arm will move to a 45 degree angle (displaying a green light) when the driver has the authority to proceed up to the following signal. In the event that the following signal is displaying a “stop” indication, the signalman may only clear the preceding signal once they are comfortable that the driver has slowed the train to an appropriate speed in preparation for stopping.

2 **Distant Signals**: Similar in appearance to home signals, the arms have a notched end, and are painted yellow with a black chevron. They are found on mainline sections in the vicinity of each signalbox. Situated in advance of the signalbox’s home signals, they warn the driver of the status of these upcoming signals. Therefore, a “warning” indication showing a horizontal arm and a yellow light means that the driver should prepare to stop at the first home signal beyond the distant signal. Conversely, a “clear” indication showing the arm at 45 degrees and a green light indicates to the driver that all the upcoming home signals are clear, and that they can proceed at line speed without stopping.

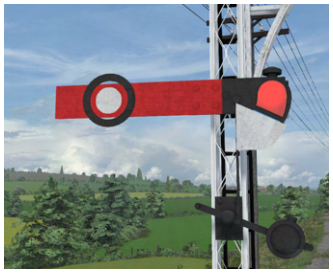
3 **Combined Home & Distant:** In some cases, when the signal sections are relatively short, the distant signal for the next section may be mounted on the same post as the last home signal. Both arms should be read individually as described above.



4 **Junction Signals**: At locations where the mainline diverges into multiple different routes, two or more separate arms are placed side-by-side, indicating to the driver what route has been cleared for the train.

Similarly, some locations may have signals with multiple arms arranged vertically. In these circumstances, the highest arm typically (but not always) represents the furthest-left available path, with each subsequent arm below covering all paths moving over to the right.

In the same fashion as home signals, when the path through the following section is occupied, the signalman may only clear the appropriate junction arm once they are comfortable that the driver has slowed the train to an appropriate speed in preparation for stopping.

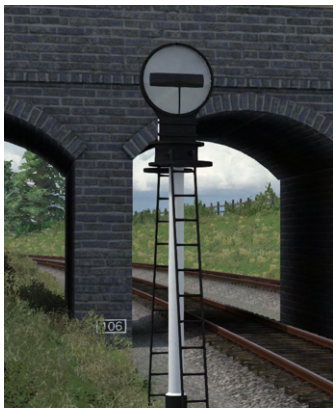


5 **Subsidiary Signals**: The Southern Railway used additional arms mounted beneath home signals to authorise non-standard moves. These arms were of a wide range of designs, such as:

- Siding arms: These red arm signals had a ringed circle on the arm, and were used to allow drivers to proceed at reduced speed.
- Call-On arms: These signals had a small red arm, with a white stripe painted along its length, and in some cases including a red “C”. They were used to authorise a driver to proceed at caution beyond the signal into an occupied section of track.
- Shunt ahead signals: These signals were similar in appearance to call-on signals, but included a large red “S” on the arm. They allowed the signalman to draw a driver forward in preparation for a reversing shunt move.

6 **Warning & Call-On Indicators**: Some call-on arms also included indicator panels that would display an illuminated “W” or “C” to indicate a “Warning” or “Call-On” instruction to the driver. In these circumstances, the driver would be allowed to proceed with caution beyond the signal, and would be expected to stop if any obstruction became visible.

7 **Wrong-Road Signal**: An iconic S&D signal, they were used in very specific circumstances. The signals were operated in the somewhat-rare event that a train on the mainline needed to be reversed onto the wrong-road line. This could be to facilitate access to a goods yard (such as in the case of Evercreech Junction), or to allow trains that had stalled on a steep hill to descend and build up a head of steam in preparation for another attempt (such as the examples at Midford).



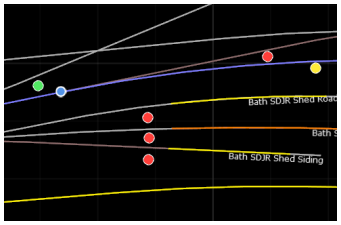
8 **Repeaters**: These were installed at locations at which an upcoming home signal could not be adequately sighted by the driver at a safe distance. To address this, banner repeaters were installed, which mirrored the position of the next upcoming home signal. The black bar remains horizontal to indicate the upcoming home signal is at danger, and rotates 45 degrees to indicate that the signal is clear.

9 **Co-Acting Signals**: The placement of some signals in proximity to other railway infrastructure, such as station canopies, bridges, or water towers can interfere with a driver’s ability to sight the signal at a safe distance. This can be mitigated by using a co-acting signal, which includes two arms that operate in sync. The upper arm can usually be viewed from a suitable distance, while the lower arm can be used by the driver from angles where the upper arm would be obstructed. Since both arms operate in tandem, their indications should be interpreted in the same way as a standard home signal.

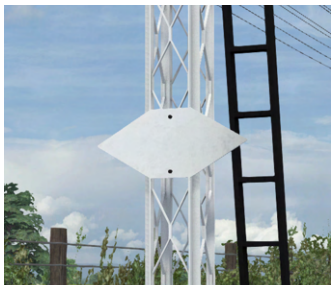
10 Ground discs: These ground signals are the primary method of authorising moves around crossovers, sidings, and yards. They have a circular white disk with a red stripe, that remains horizontal with a red light to display a “stop” indication, and rotates 45 degrees displaying a green light to indicate a “proceed” indication. Ground discs could be located on either side of the track they cover. They behave in a similar way to home signals, with the difference being that they can also display a clear indication into sidings that are already occupied. Drivers should therefore proceed past these signals with caution, keeping a good look-out for obstructions on the line. In some cases, these signals may protect two or more routes, and will have multiple discs. Each of these discs will clear for a particular route. When arranged vertically, the highest disc typically (but not always) represents the furthest-left available path, with each subsequent disc below covering all paths moving over to the right.

11 Miniature Arms: These signals are a lot rarer than ground discs, but fulfil the same function. The arm will remain horizontal for a “stop” indication, and rotate to 45 degrees for a “proceed” indication. When stacked vertically, the highest miniature arm typically (but not always) represents the furthest-left available path, with each subsequent miniature arm below covering all paths moving over to the right.

12 Yellow Ground Discs: Located where yards and sidings connect to the mainline, the signals behave differently to all those mentioned above. They can display a “caution” indication with the horizontal yellow bar, showing a yellow light, and a “proceed” indication with the arm rotated 45 degrees showing a green light. Drivers carrying out moves onto the mainline will require a “proceed” indication from this signal in order to pass it. However, engine drivers wishing to continue making shunting moves in and around the siding/yard can pass this signal when its displaying “caution” *IF AND ONLY IF* the points are set towards the yard/siding, and *NOT* the mainline. If the signal is showing “caution” and the points are set to the mainline, the driver is not allowed to proceed.



13 Invisible Signals: In order to allow standard scenarios to have multiple locomotives shunting in the vicinity of engine sheds, a number of "invisible" signals have been placed at either end of junctions within engine sheds. The aspect of these signals can only be viewed by examining them in the 2D map within a scenario (accessed by pressing *9*). The indicator circle for the signal will display a red, amber or green indication. For Free Roam and Quick Drive sessions, these signals can be ignored.



14 White Diamond: These diamonds were installed at signals to indicate to the driver stopped at that signal that the train was protected by track circuits, and that the fireman was not required to satisfy Rule 55. This rule stipulated that the fireman of a train stopped at a signal had to walk to the signalbox to alert the signalman of the train's presence. For the purposes of Train Simulator functionality, these indicators are purely decorative.

15 Sighting Boards: When home signals had vegetation or structures located behind them that may hinder a driver's ability to accurately read the signal, a white board was placed immediately behind the arm, to increase the contrast of the signal and to increase the distance at which it could be accurately sighted.

16 Tablet Catcher: To safely operate the single-track sections of the route (for example Bath Junction to Midford), section tablets were issued by the signalman to the train crews, which guaranteed that only a single train was occupying the section at any one time. These tablets could be exchanged at speeds of up to 45 MPH through the use of tablet exchange equipment installed both on the locomotive and at the trackside. Due to the limitations of Train Simulator, while the exchangers are animated, they cannot be used to accurately simulate a token exchange between the train and the signalbox.

17 **Shared Signals**: In certain locations within sidings, yards, and sheds, signals were erected that applied to more than one track. In these cases drivers approaching the signal on either track are expected to follow the indications given by the shared signal. This arrangement was never found on signals on the mainline.

18 **Signals on the Wrong Side of the Line**: In order to improve signal sighting, especially in the vicinity of sharp curves, signals may be located on the right-hand side of the track, as opposed to the typical position on the drivers (left) side of the line. For the S&DJR's double track sections, neither track was signalled for bidirectional running. Therefore, any signals facing the driver will be applicable to their train, regardless of what side of the line they are located on.

Scenarios

Quick Drive Scenarios

A set of Quick Drive (QD) scenarios have been produced that allow the player to set their desired start point and destination, choosing from the following locations:

- Bath Green Park
- Bath Green Park Goods Yard
- Radstock North
- Shepton Mallet
- Evercreech Junction
- Evercreech Junction Goods Yard
- Templecombe Upper
- Templecombe Upper Goods Yard
- Templecombe Lower Goods Yard

The QD scenarios have been created with multiple AI train movements, which can be seen by the player as they progress on their journey. It should be noted that the spawn system TS Classic uses for these scenarios means that different consists will spawn at different locations, at different frequencies. This randomness is baked-into the scenarios, which results in each session that is played likely having different AI traffic from the previous scenario. This randomness also affects the probability of trains spawning at all, resulting in some QD runs having a large amount of traffic, and others having a greatly reduced number of AI trains.

For QD scenarios originating and ending in any of the listed Goods Yards, the player might be expected to make reversing moves to reach the destination. If unfamiliar with the exact locations of the destination siding, users can view the 2D map (by pressing *9*) to explore the path to the destination. It should be noted that due to the limitations of TS Classic, some of the shunt signals that would prototypically be used to signal these moves will not work in QD scenarios.

Standard Scenarios

A selection of ten Standard scenarios have been developed and provided with the route. The focus of these scenarios has been on some of the more idiosyncratic operations and manoeuvres that are associated with the S&DJR during the 1950s.

The scenarios make use of the locomotives and rolling stock included within the pack, with no additional products required. While some of the turns covered in these scenarios would typically be handled by different engines to the ones selected, the GAD team has decided to only use the available rolling stock for the scenarios provided with the pack. This has been done to allow players who do not already own extra locomotive and stock DLCs to enjoy the route right out of the box.

Future scenario packs are planned, and will make use of additional Train Simulator Classic DLC, to increase the accuracy and fidelity of the trains within each scenario.

The following list of Standard scenarios included with the route are as follows.

SD1.01 Norton Colliery Trip

Rather than traffic being concentrated at Radstock, the Norton Hill colliery was served by two daily trip workings from Bath. This was an unpopular job amongst crews because it necessitated tender-first running on the return trip. You will take the afternoon working from Bath to Midsomer Norton, and then shunt your return train in the colliery yard.

You have been provided a banking engine for the climb out of Bath.

- Difficulty: Medium
- Duration: 50 minutes
- Engine: S&DJR 7F Class
- Season: Summer

SD1.02 Morning Stopper

The first Up train of the day was a 4-hour long hard slog, and stopped for extensive periods to load and unload parcels traffic. At Templecombe this train combined with the morning Bristol to Bournemouth train and acted as its pilot, bringing the train back down to the junction.

Taking over from Branksome men at Templecombe, you'll carry out this manoeuvre and continue the journey onwards to Bath.

- Difficulty: Easy
- Duration: 120 minutes
- Engine: S&DJR 7F Class
- Season: Summer

SD1.03 Emborough Quarry Trip

Coal and Agricultural products were not the only local traffic which the SDJR boasted, there were also several stone quarries in the Mendip Hills. Emborough quarry for example mined carboniferous limestone used in the construction industry and as railway ballast.

Having turned at Evercreech Junction, take a trip working of Limestone hoppers down the Mendips and back to Bath.

- Difficulty: Hard
- Duration: 45 minutes
- Engine: S&DJR 7F Class
- Season: Autumn

SD1.04 The Templecombe Shunt

One of the S&DJRs many eccentricities was the so-called “Templecombe Shunt”. Due to the awkward chord between the LSWR station and the S&DJR mainline, trains had to be piloted to and from the upper station to prevent dangerous propelling manoeuvres.

You will be piloting the afternoon Bournemouth to Bristol train from the junction into Templecombe Upper station.

- Difficulty: Easy
- Duration: 15 minutes
- Engine: S&DJR 7F Class
- Season: Winter

SD1.05 Templecombe Loco Coal

Until the 1940s loco coal from South Wales was often imported via Highbridge docks, but after the war it was sent by rail via Yeovil and the LSWR mainline.

Having found a slot in the busy timetable, you will be taking a rake of loco coal wagons from the upper yard at Templecombe down to the MPD, and preparing some empties to be taken back up to the yard once again.

- Difficulty: Medium
- Duration: 40 minutes
- Engine: MR 4F Class
- Season: Summer

SD1.06 Wincanton Milk

The Cow and Gate factory at Wincanton mainly dispatched dried milk products, although they occasionally sent leftover milk to London. In the early 50s the traffic was often so heavy as to warrant its own train.

Today there is no demand at the Bason bridge dairy, so the Highbridge milk train has been cancelled. You will therefore serve the Wincanton dairy with a scratch working.

- Difficulty: Medium
- Duration: 25 minutes
- Engine: MR 4F Class
- Season: Autumn

SD1.07 Evercreech Shunting

Once the mainline of the Somerset Central Railway, the Highbridge branch saw little traffic in later years. The only major industry on the line was the dairy at Bason Bridge, but enough mineral and agricultural traffic remained to warrant a daily service.

Having arrived with the pickup goods from Highbridge, you will shunt this train and service your engine, with the added difficulty of a points failure.

- Difficulty: Hard
- Duration: 35 minutes
- Engine: MR 4F Class
- Season: Spring

SD1.08 Binegar Local - GWR 5700 Class

One of the many eccentricities of the S&DJR was the evening Bath to Binegar workers' train. This was the only passenger train in the 1950s which was booked for tank engine haulage.

Usually headed by an Ivatt Class 2, Ivo Peters had once tried to get an ex-GWR tank engine reallocated to Bath to work this service. Today you will take the return trip from Binegar back to Bath.

- Difficulty: Easy
- Duration: 60 minutes
- Engine: GWR 5700 Class
- Season: Summer

SD1.09 Writhlington Colliery Trip

The Writhlington colliery was the largest mine in the Somerset coalfield, and the last to close in 1973. It was served by trip-working to and from the yards at Radstock. Writhlington unusually had its own set of exchange sidings for inbound and outbound traffic.

You will be handling an early-morning working from Radstock to Writhlington, taking empty wagons to the site, and bringing full wagons back to Radstock.

- Difficulty: Medium
- Duration: 30 minutes
- Engine: GWR 5700 Class
- Season: Spring

SD1.10 Binegar Banker

On the S&DJR, the banking of goods trains was common for both northbound and southbound runs over Masbury summit. Bankers were picked up at Evercreech Junction and Radstock respectively, and when returning to Radstock, were permitted to run “wrong-road” with a unique banking engine token-staff.

Having just banked a goods train to Masbury summit, you will do just that, returning to Binegar back down to Radstock.

- Difficulty: Easy
- Duration: 25 minutes
- Engine: GWR 5700 Class
- Season: Summer

Free Roam Scenarios

Three Free Roam scenarios have also been included with the route, at Bath Green Park, Evercreech Junction and Templecombe. These have various locomotives placed down at the starting locations, allowing the player to click on their desired locomotive and navigate the route using the 2D map to set their appropriate paths by operating the points manually. Players can pick up and drop off rakes of trucks and coaches at any location as they please. These scenarios do not include any moving AI trains. The spawn locations for each Free Roam scenario are:

SD1.11 Templecombe Free Roam - (Autumn)

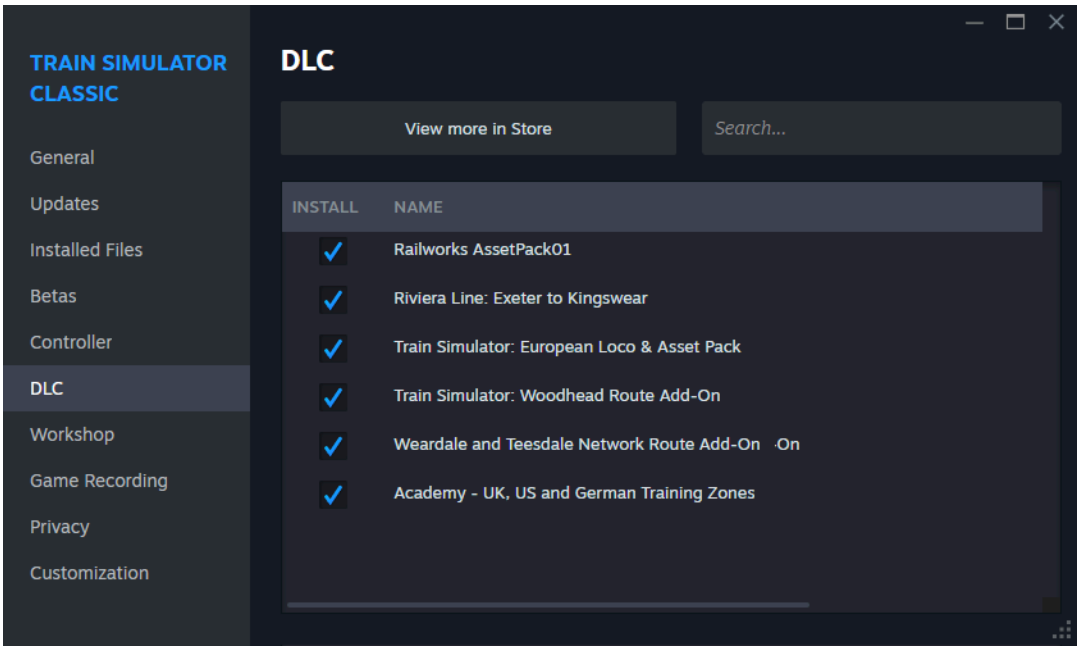
SD1.12 Evercreech Junction Free Roam - (Spring)

SD1.13 Bath Green Park Free Roam - (Summer)

INSTALLATION GUIDE

A video demonstration of how to carry out the installation of the route can be found here.

Step 1: Ensure that the following DLC packages have been installed. This can be done within the Steam application, by navigating to the Train Simulator Classic page, and clicking the '*Manage my DLC*' option on the right of the screen. Installed DLC will have a ticked box by its side.



Step 2: Download route and unpack the contents of the *.zip* file into a temporary location.

Step 3: Right click the Somerset and Dorset Part 1.exe installer and click '*Run as administrator*'. Read the terms and conditions displayed within the installer, and follow the instructions.

- ➔ **Step 3a:**. If the installer doesn't automatically detect your Train Simulator directory, click 'Browse' and navigate to the correct location. This can be found by right-clicking the Train Simulator Classic game within Steam, selecting '*Properties*', and clicking on the '*Browse*' button within the '*Installed Files*' submenu. You can then click '*Install*'.

Once the installation has completed, click on '*Finish*'.

Step 4: Carry out the same process for the Somerset and Dorset Part 2.exe and Somerset and Dorset Part 3.exe installers.

- ➔ **Step 4a:**.At the end of the Part 3 installer, the user will be prompted to '*Copy GeoPcDx Files **Required***'. Please ensure this box is ticked, and click '*Finish'*. A command window will appear letting the user know that the required files have been successfully copied over. Press any key to close this window.

Step 5: Launch Train Simulator and clear your cache. This can be done from the Train Simulator main menu, under *Settings* > *Tools* > *Clear Cache*. This will restart the game.

Step 6: You can now select the route and locomotives from the TS Classic scenario menus. The route can be found under the name *[GA] Somerset and Dorset*, and the locomotives and consists can be found under the name *S&D* in the consist menu. For your own scenarios, the locomotives and rolling stock can be found in the scenario editor under the prefix *[SD]*.

Notes

- Recommended Specs:
  - OS: 64-bit Windows 10 or Windows 11
  - Processor: Intel Core-i5 4690 3.50 GHz Quad Core or AMD Ryzen 7 1700 3.80 GHz Quad Core or Better
  - Memory: 16 GB or Better
  - Graphics: NVIDIA GeForce GTX 970 or AMD Radeon RX 480 with 4 GB Dedicated VRAM or Better
- Recommended graphical settings within TS Classic (*Settings* > *Graphics* > *Advanced*)
  - Dynamic Clouds set to **OFF**
  - Scenery Quality set to **10**
  - Scenery Density set to **10**
  - Procedural Flora set to **OFF**
- Recommended performance settings within TS Classic (*Settings* > *Gameplay*)
  - Train Controls set to **EXPERT**
  - Auto Fireman set to **OFF**
  - Auto Coupling set to **OFF**
  - Passing danger signal ends game set to **OFF**

The route has been tested and works on machines with lower specifications (e.g. 8 GB RAM), but please note we can't take responsibility for any performance issues on lower-end machines.

Usage

The general Terms & Conditions that cover Golden Age Developments products can be accessed on the GAD website.

This route overwrites some common asset folders, such as some asset files in the GAD Common and Signal Libraries, the CW Common Library, and VulcanProductions Road and Tree V2 packs. If you have made changes to these assets on your machine, clone or make a backup first. Golden Age Developments does not take responsibility for any damage caused to your system or Train Simulator files as a result of downloading and installing this product.

The pack is for your PERSONAL use ONLY. It is for download exclusively from the GAD website, www.golden-age-developments.co.uk. It is expressly forbidden to re-upload, re-host, or redistribute in any way this route or any of the included assets/reskins/scenarios or modifications thereof without written 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 written permission from Golden Age Developments.

Do not create or publish any freeware (excluding scenarios or original routes) aliasing or including any work produced by 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.

Support

For any support related to the installation and functionality of the route, please contact Golden Age Developments via the contact form available at the foot of our website, and include your order reference.

While we will review all issues raised through our website, we may be unable to assist in certain circumstances, especially if the issues cannot be reliably replicated by GAD team members. In these cases, we may suggest other avenues to potentially resolve the issue.

Acknowledgements

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- MrTea
- The Beta testers