

***THE SELSBURY MINERAL  
TRAMWAY***



*By 4th's Games*



## ***Requirements***

This Freeware route pack only has three requirements to get it fully working as separate downloads. Those are as followed:

### **The Falmouth Branch Route Add-On - *Steam Link:***

[https://store.steampowered.com/app/24096/Train\\_Simulator\\_Falmouth\\_Branch\\_Route\\_AddOn/](https://store.steampowered.com/app/24096/Train_Simulator_Falmouth_Branch_Route_AddOn/)

### **The Riviera in the Fifties: Exeter - Kingswear Route Add-On - *Steam Link:***

[https://store.steampowered.com/app/325960/Train\\_Simulator\\_Riviera\\_Line\\_in\\_the\\_Fifties\\_Exeter\\_Kingswear\\_Route\\_AddOn/](https://store.steampowered.com/app/325960/Train_Simulator_Riviera_Line_in_the_Fifties_Exeter_Kingswear_Route_AddOn/)

### **Pre-WWII Asset Pack from Golden Age Developments - *Link:***

<https://www.golden-age-developments.co.uk/assets.html>

That's all!

I specifically wanted the route to require as little as possible but still pack a bit of a punch when it comes to the scenery. Various custom assets and buildings have been specifically made just for Selsbury, which are included with your download. To find said assets, they are split across the LARD folder and the PhoenixDev folder. Included with this as well is a drivable horse and two Waggonway pieces of rolling stock from the 1820s (coal wagon and horse carriage with a driver aboard).

The horse has been provided to the route by Wayside Works, you can find it in his WW section; being made from a model on SketchFab by Micheal Sekela -

<https://sketchfab.com/3d-models/horse-low-poly-498c82475df44be2ad059db29a80e90e>

This adds a new element to the game for running services without a locomotive for once!

If you want something that really suits running on the railway, I'd recommend the Neilson "Box" Tank over on Steam Sounds Supreme aswell! The route was made with that DLC pack in mind.

## **Acknowledgments**

*Jimmy of LARD*

Route Builder, Asset Modelling and Texture Artist

*Dane of 4ths Games*

Asset Modelling and Texture Artist

A thank you to Phoenix Developers for testing and play the route for me after many months of wanting it constantly. A hearty thank to Wayside Works and John for helping me with the track, re texturing and packaging it. Aswell as the inclusion of the horse! A healthy thank you to Steam Sounds Supreme for allowing me to publish the route in the first place.

# History of the Railway

Based on limited surveys from 2024

The Isle of Bibbles is a lone island just off the South West coast of England, apart of the Crown Dependencies. It is small in size, being made up of bog like terrain and mountainous rocks. In 2024 after extensive survey was conducted to piece together the true history of the railway. While other sources can tell you for days about the island's history, the railway has had a trouble with keeping records and dates of what was and could have been. Most of the information gathered has come from various surviving letters from the residents of Waddleston, Selsbury and even Withnail.

The route originally used canals at Waddleston, starting in 1812 that connected to Withnail with the blossoming quarry there. Only one route was built, with many lockes to transverse the hilly terrain the island is known for, reaching far to the North to the ports of Selsbury. Having the terrain as a disadvantage, it was decided soon after that a railroad bringing down the stone would be a far better option to the canals than a hundred flights of locks. A year after in 1813 the railroad was completed as a plateway line, using horses to haul the heavy the stone trains back and forth to the canal wharf at Waddleston. This was all accomplished by a man named Lord Magnus Withnail (his family owning a large chunk of Withnail, the area, itself) as he believed the quantity of rock that could be transported to Britain could be quite large, forming all sorts of deals with the ship traders to get it there in the first place after a lengthy journey to Selsbury. This proved quite profitable in the first years, though the traffic was getting a little too heavy handed for the horses pulling it. Lord Withnail was the sort of man who could dream big about how to grow his enterprise. Records indicate at age 29 in 1814, he was already one of the leading exporters of material across Bibbles due to his marvelous canal system, allowing the chance for other industries to hop onto this aswell.

In 1819 there was a plan to extend the canal system to a small area named Folkstone, as mining preparations had already begun with the construction of a rail facility. Unbeknown to Lord Withnail, it seemed that Baron Rasberry, the man who owned the farm lands North of Waddleston was unpleased by Withnail's proposal to affectively cut through the entire country to even get to Folkstone in the first place instead of building locks. Many historians believe this might be because of the previous instinct before, building the previous route to the quarry, but Baron Rasberry was having none of it, falling out with Withnail in the latter days. A letter to the budding political figure in Waddleston tells the story:

“In all my years of working with Lord Withnail, I have never heard anything so preposterous than erecting a canal system from Waddleston to the new coal mines in the East by digging out entire sections of the countryside, my countryside to. He wishes not to build locks to allow elevation of barges as it would prove too costing. I shall write to him this evening to explain that I will be removing myself from our agreements.”

It was decided instead that the coal would be transported to the system via the means of horse dawn wagons on a road to Waddleston wharf, going over the hills instead of through it.

A few years later in 1825 a man named Theo Humphrey visited the island, just having completed several studies in engineering. He saw the problems with the canal network slowing down considerably trying to keep up with demand for both stone and coal as the horses slaved away trying to get it there in the first place. By chance he happened to meet Baron Rasberry, while taking holiday at Waddleston, suggesting that they construct a railway using the most modern of tech from England, the steam locomotive. Reports of the time suggest that Rasberry wasn't too keen on the idea to begin with for reasons unknown. But over time he seemed to have come around to the idea as in 1826 a proposal was drawn up to construct a railway between Folkstone to Waddleston. But Humphrey wanted to go further with the plan to cut out the canals altogether from transporting of goods and focus it all on the newly commissioned railway. There was a lot of side laughing from a lot of those who disliked the idea, but given his new engineering skills it seemed the best fit to oversee the project with Rasberry's backing. So the proposal was extended all the way to Selsbury, which would include two large bridges over the river and canal respectively, locomotive facilities, a huge hill to climb and several other obstacles. A mad man given nothing had ever been considered on that scale on such a small island. Lord Withnail stepped out to not wishing to convert his existing railroad to this new "standard gauge", opting to stick with what he had without locomotives to. It seemed he thought that the venture would probably fail and collapse very quickly upon starting.

In 1826 a survey concluded that a railway would be the best option for maximum profit in transporting goods. Within the next eight years a tramway was build, opening on July the 7th 1839 from the very end at Folkstone Colliery to the very start at Selsbury Port of the island. Baron Rasberry took particular interest in lead ore veins present higher up in the hills leading towards towards an area named Teawobble. The railroad leading up to Withnail Quarry was eventually (and begrudgingly) converted to traditional standard in 1843 to allow traffic to all flow together at the Waddleston.

Over the years it has acquired a number of randomly purchased rolling stock, some dating further back than the tramway while others a more recent purchase to keep with the times. The official livery has always been a deep chrome red with crest on the tanks, fancy yellow lining though a lot of the time it would fade away due to zero upkeep. An official record on stock has been sited in various letters from staff, but one has yet to be discovered, so it is up to interpretation to what actually ran. What we do know is that the railway never constructed its own locomotives as it had no means to do so, most coming second hand from England and elsewhere. The line mainly runs goods only, serving the towns and farms along the way if needed, but runs a passenger service two times a week at select request stops; that being a Sunday and Thursday. This would mean only a single locomotive was in operation at any given time, though there has been indication in a recent document addressed to the local cricket team at Selsbury that perhaps two services a day was on between 1845 and 1853. It can be assumed that one was a freight service back and forth from the junction and the other was a stopping passenger and freight service along the way. Further evidence for this comes from tickets sold found in the old cottages just off from Benston, which were issued in 1849 for half a trip.

At one point in the time the railway was conceived to be of narrow gauge, one document suggesting a 2ft light railway in replace of the old waggonway up to Withnail and one of a 3ft line, which would have linked Folkstone and Selsbury together through an alternative prosed route along the coast.

Both plans may have fallen through with the take over in 1843, putting both plans in the shelf though it seems both never got past the thought stage. Lord Withnail always considered his quarry to be of great pride regardless of gauge swabbies, suggesting sometimes that he had stumbled upon a fine quantity of stone as if fallen into a large crater of infinite space. His own words in a letter to his dearest mother.

Between the 1850s to the late 1860s not a lot happened, business was just as usual and generally okay as it tended to be. Some letters from the Managing Director suggests new locomotives were purchased on in the 60s, though to what amount is unknown. Few accidents happened given the one loco policy, though some are implied through a couple of papers found in the old Selsbury engine sheds. It details that an engine came off the rails at the corner of Wind-Vil while travelling to fast down the slope towards the bridge. It did not collide with anything, but the village folk were awfully distressed at their hay stacks being flown into the wind. Another noted that an engine was thrown off the track after a shunting incident at Waddleston, though this time a few civilians were injured. The Managing Director of the Railway, Baron Rasberry, has gone on record in 1871 to say "If a railway can't transport lead then what is even the point of their invention. WHAT I ASK YOU. Competitors don't have the balls to compete!" He later passed away that day due to lead poisoning.

A cold Autumn in 1859 saw Withnail Quarry mining operations come to a stand still after an unfortunate incident. During that morning, an expedition ventured down into one of the caverns as the workers had stopped working, telling their bosses that they had found something. It was unlikely for the mountainous terrain to have caverns as large as this one did, as they just so happened to mine into it whilst digging out the usual quantity of stone ready for the first morning train to Waddleston. The expedition members didn't really know what to think of it, deciding instead to get the attention of Lord Withnail involved instead as a new tunnel would have to be bored to continue the mining. He was eventually told by a foreman, frightfully uncooperative to the news, but still curious by this cavern that they had found. Lord Withnail decided to take a party down there himself to investigate, believing it could hold some kind of riches to grab. From testimonies of the team, he was rather invested in the sheer size of the drop to how far the cavern could go. None on the lamps with their dimly lit fires would illuminate that much of it to begin with. According to said testimonies, they were down there for about an hour before a rush of frenzy of them coming back up the mine shaft shouting, before a horrific shaking ground cut them all off as it threw them to the ground. It only lasted five seconds, but it collapsed one of the winding houses at the top of the incline. Once it had ended, the expedition members gathered their thoughts before foremen spoke out to Lord Withnail who seemed rather quiet. They explained that the cavern started to fold in on itself and crumbled away. The foreman thought perhaps one of the workers down there deliberately did something, but nothing was ever sure at that point. Lord Withnail disappeared soon after, still unknown to this date where he vanished to. The company fell into limbo as to who the grounds and quarry fell to, remaining open on limited service until 1883 where it closed for good.

The lead mines were eventually abandoned in 1887 after being unable to secure trade routes with the passing of Baron Rasberry a decade prior with the majority of infrastructure being left there given the inability to connect directly to a road. After this Folkstone was the only source of goods traffic on the railway, bar small amounts of local traffic for the farms it served. In time even Folkstone would close, although it was still making money the railway had suffered a lot of damage from failing locomotives and general conditions of the line. This would occur in 1891. Waddleston was closed to service in 1892 a year afterwards, with Greeby following suit there after to passengers and goods traffic. A lone passenger service hauled by the most clapped out locomotive for several years before entirely discontinuing in 1895 when the railway officially closed for good. A lot of the infrastructure was sold off for scrap to recoup as much money as possible for the remaining investors. These days you would hardly think a railway passed by, mostly used as a main road now to the still standing towns of old.

Oddly enough, many sightings of something strange is littered in letters of the workers of the quarry who once lived there dated from 1890. It has been suggested that maybe some tall tale stories were fabricated in wake of the Quarry sudden close back when. A lot of them claiming that a large figure was over seen wandering around the tops of the incline and further down the road towards Waddleston where the rock cutting is. Others merely say that they believe it to be an old worker drowning his sorrows in a bottle. Whether any of these stories are actually true is highly improbable given workers had not lived in the quarry houses since 1887 from archaeological surveys in 2023. What stands left of the old Quarry has now sunken into the ground from where all the tunnels sat, so we shall never know what indeed transpired.



## Destinations

Destinations include (as of 1869):

### Selsbury Port

The main harbour of the railway, to where all the Coal and Lead is transported to England. Originally constructed to a large scale as Baron Rasberry convinced the local political figure that the goods out of the docks would be spectacularly huge. In just a year this was already proven false, and half of the Harbour key is unused a lot of the time. A town (the new one) sits just on the edge of the dock, growing quite a lot in size over the decades, one would consider it the capital of Bibbles.

### Selsbury

The main town (original) that houses the locomotive sheds. On a Sunday the residents enjoy a splendid game of cricket quite regularly, as the majority of those who live there are engineering staff to the railway.

### Appleton Halt

The first request stop. This serves the farms around the area, as the halt acts more of a means to collect the various farming goods without needing to transport it via road first. Though being careful would be advised, Farmer Beater is a devil with a pitchfork after a Friday night.

### Wind-Vil

A tranquil piece of the land, founded to sow the crop for wind milling. The millers live here, gathering the wheat to turn into fresh bread to deliver to market by sundown. Various clay pits are here to in the distance, forming the pottery circles in which the village is mainly famous for.

### Benston Halt

The second request stop. This halt is high in the hills with the ascend to the mines. It is rarely used, apart from those who are out on a hike, the weirdos. Occasionally a lone coal wagon will be placed on the small siding after a trip to the mines. The townsfolk appreciate the warmth of their fires.

### Greesby Station

The newest station on the railway, having been constructed as a mid-way point for trains that operate more than one on a day. It also serves as a means to let locomotives water and coal before their quite brutal descent up the 1 in 50 hill. Quite a lot of the time workers will be in the middle of building the various new buildings and chopping trees down for materials.

### Waddleston Junction

The main terminus for all of the collieries and mines, a big shunting yard and warehouse are located here. The remains of the canal company tend to be a bit of a sore spot, with many boaters going past in anguish at the sight of the Devil's steam work at play. It is actually the oldest station on the line, having been built when the canal first was instigated for collecting from Withnail.

### Withnail Quarry

Directly up from Waddleston, Withnail is a stone mining facility which dates back to 1812. Opened by Lord Withnail of Durham as a plateway line, it is the very heart and soul of all activity on the railway. Often times there is a locomotive stationed here as pilot if too many orders come down from all three sources of industry.

### Folkstone Colliery

A coal mining facility just adjacent to the main railway. The canal at one point was going to be constructed to here, but after a falling out between Lord Withnail and Baron Rasberry the plans fell apart, instead constructing a waggonway instead which also stopped at another on route. The only mine in the land which has regular customers still that is transported to England.

### Teewobble Lead Mine

The heart and soul of the tramway. The Managing Director's famous (patent pending) Lead. While these days it sees very little action after the death of Baron Rasberry, it serves as a reminder of the railways origins once upon a time as only the crows fly around.

The logo for '4th's Games' features the text '4th's' in a purple, rounded font with a white outline, positioned above the word 'Games' in a blue, rounded font with a white outline. A horizontal purple line separates the two words. The entire logo is set against a bright green, glowing, triangular background.

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