



Isle of Wight

ISLE OF WIGHT	1
1 INTRODUCTION	2
2 ISLE OF WIGHT RAILWAY.....	3
2.1 General Background to Railways on the Isle of Wight.....	3
2.2 Island Line History.....	4
2.3 The Isle of Wight Steam Railway.....	5
3 ROLLING STOCK.....	6
3.1 Class 483 Electric Multiple Unit.....	6
3.2 Kitchener Class 0-4-0ST "Invincible".....	9
3.3 Southern Railway Push-Pull Set 484.....	10
3.4 5plank 10 Ton Open Goods Wagon.....	11
4 SCENARIOS.....	12
4.1 After the Flood.....	12
4.2 And So to Bed.....	12
4.3 Island Line Day Rover: Part 1.....	12
4.4 Island Line Day Rover: Part 2.....	13
4.5 Isle of "White".....	13
4.6 Last Train Standing.....	13
4.7 Let the Music Play On.....	14
4.8 Lightning Strike.....	14
4.9 Lights! Camera! Action!.....	14
4.10 Looking After Number One.....	14
4.11 Much Merriment and Cake.....	15
4.12 Pier Pressure.....	15
4.13 Santa Special.....	15
4.14 Shanklin Sunrise.....	15
4.15 Solent Night.....	16
4.16 Sun Day.....	16
4.17 Ticket to Ryde.....	16
4.18 When the Wind Blows.....	16
5 ACKNOWLEDGEMENTS.....	18

1 Introduction

This document is a brief introduction to the Isle of Wight route and the accompanying rolling stock. It also includes a list of the challenging scenarios we've created for you to test your driving skills along the way.

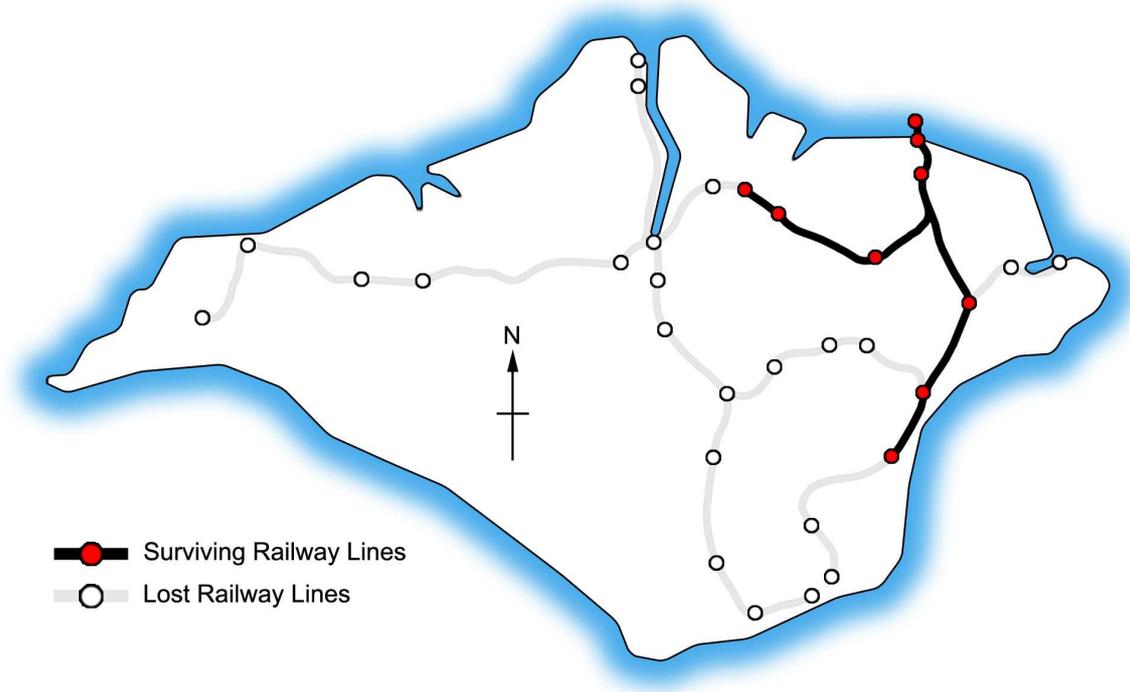
You can use this Add-On without referring to this guide, but we're confident that an understanding of the factual basis of the content will add to your enjoyment. Of course, this guide can be only a brief introduction to the history and characteristics of the route and the vehicles. We encourage you to build on this information by adding your reminiscences and comments to the game's website:

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2 Isle of Wight Railway



2.1 General Background to Railways on the Isle of Wight

The birth of rail on the Isle of Wight was signalled by the opening in 1862 of a line linking Newport to Cowes. From this beginning, additional lines were laid and services expanded. The line from Ryde to Newport was opened in 1875 and by 1890 the Island was served by an extensive network. However for all the ambition of the railways, a lot of these lines had low traffic, which might be seen as a reflection of the isolation and relative poor standard of life on the Island at the time.

It was due to this that the cost of acquiring brand new rolling stock was prohibitive and instead relied on using already worn equipment shipped over from the mainland. This is a legacy that has carried on to the present day as much of the current stock used on the Isle of Wight is borrowed or second hand.

The different lines on the Island were owned by different operators with inconsistent practices which many Islanders found confusing. Under the Railways Act of 1921 the new Southern Railway took over all railways on the Isle of Wight making operation more coherent.

The 1930s were a period of hope for railways on the Island with tourism steadily increasing. This was abruptly halted in 1940 due to Government prohibiting travel to and from the Isle of Wight for holiday and pleasure due to the war. After the war, rebuilding began but the elected Labour Government committed to nationalise the transport system which led to closures in the early 1950s.

A second round of closures occurred in the 1960s when the Beeching report almost marked the end of rail travel on the Island. However, in 1965 a reprieve was given to the Ryde to Shanklin section of the Ryde to Ventnor line. The line was electrified

to allow the running of tube stock formed from 43 ex- London Underground cars of "Standard" stock which were refitted and for the needs of the line as these could fit under the bridge at Ryde. The last steam services on the Island ran on the remaining Ryde to Shanklin line on 31 December 1966 with the new electric stock beginning passenger services on 20th March 1967.

2.2 Island Line History

Throughout the 1920s and 30s there were many minor adjustments along the Ryde to Ventnor line. In 1927 the main line was increased to double track between Brading and Sandown, the legacy of which can be seen today with the double track width spacing at Brading Station. British Railways closed the Bembridge branch from Brading in 1953 and more widespread closures occurred in the 1960's, including the Shanklin to Ventnor part of the IWR main line in 1966.

In the 1980s, the British Rail network was divided into sectors resulting in the line becoming part of the Network SouthEast sector and services on the line were branded as Ryde Rail.

In 1987 a new station was opened at Lake, on the site of a halt that existed earlier in the 20th century, breaking up the journey between Sandown and Shanklin.

The "Standard" stock which had survived for about two decades was starting to deteriorate and new stock began to be considered. Around this time the 1938 London Underground tube stock had been withdrawn from operation and it seemed a logical solution to procure this very successful stock. The successor to the "Standard" stock was obtained and came into operation in 1989.

Another new station was opened in 1991 at Smallbrook Junction to provide a connection with the Isle of Wight Steam Railway, a heritage line operating between Smallbrook Junction and Wootton.

Following the Privatisation of British Rail in the 1990s services on the line were put out as a franchise. Stagecoach Group won the franchise and so from October 1996 they operated the line under the name Island Line.

The Island Line franchise was merged with the South Western franchise on the mainland in February 2007. Stagecoach won this new franchise, and now operates the line through their South West Trains subsidiary, although branding remained unchanged.

2.3 The Isle of Wight Steam Railway



The Isle of Wight Railway Co Ltd was formed in 1971 to buy the 1½-mile length of track between Wootton and Havenstreet. This marked the beginning of a mostly volunteer run project of extending the railway from Havenstreet to Ryde. In 1991 this extension reached Smallbrook Junction on the Ryde to Shanklin line, where a new station was built allowing passengers to and from Island Line trains.

The depot at Havenstreet is a hub of activity and boasts an envied collection of Steam locomotives, many of which spent much of their working life on the railways of the Island. The large fleet, which also contains a small number of Diesel locomotives, ensures a reliable and regular service even when locomotives are scheduled for routine maintenance, which involves a total strip-down every ten years.



3 Rolling Stock

The following trains are available in this Add-On:

3.1 Class 483 Electric Multiple Unit

At about seventy years old, the Class 483s are the oldest trains in mainline service anywhere in the UK and have a rich history. The 483s were built by Metro-Cammell from 1938 to 1940 for use on the London Underground where they worked for nearly fifty years.

When the Isle of Wight's previous 1927 stock of 485 and 486s units became worn out replacements were sought out. Because the previous underground stock was so successful on the island, when the Class 483s were withdrawn from London Underground service they became the logical successor.

20 withdrawn 1938 Class 483s were purchased and sent to Eastleigh Works where they underwent a rebuild to work as ten pairs of 2-car EMU sets powered at both ends (the pairs numbered 001 to 010, with 001 to 009 operating and 010 as spare). Here the NSE (Network SouthEast) livery was applied, their power type changed from 4th to 3rd rail and interiors were refurbished.



The revamped 483s were soon ready and transported by ship to the island, the first arriving in 1989. Over the next year the Class 483s phased out the existing 485 and 486s to become a new improved, smoother, quieter fleet.

For nearly ten years things ran smoothly on the line until 1998 when three paired units (001, 003 and 005) were deemed surplus and removed from service. Pairs 003 and 005 were stripped all useable parts. 001 was kept for spare parts and replaced 010 in case any other car became damaged. These six vehicles were cut up and totally removed late in 2001.

In 2000 the remaining units were 002, 004, 006 – 009 but were looking decidedly

scruffy so a new livery was introduced. All but 007 got a repaint in a crazy, and most definitely eye-catching "Dinosaur Livery" and a new nickname to match:

483002: RAPTOR
 483004: T-REX
 483006: TERRY
 483008: IGGI
 483009: BRONTI

The remaining unit 483007 received its own repaint into its original 1938 London Transport (LT) red livery, but a flood in October of that year halted progress and damaged several of the units.



Three years later, 007's repaint was finally completed and resumed operation on the line. However, due to the common practice of hooking two sets together to make a 4-car service it looked a little odd having one half "dinsaured" and the other half in the LT colours so soon after 009 got a matching paint job completed in 2004. Due to feedback, the remaining fleet is also scheduled to receive the popular LT colours, eventually phasing out the remaining "dinsaured" units in the future.

In this add-on the fleet is provided in two liveries: the NSE (Network Southeast) and LT (London Transport) variants.

Technical Data

Introduced:	1938 (1989 Isle of Wight)
Height:	9ft 5 1/2in (2.88m)
Width:	8ft 8 1/2in (2.65m)
Length:	DMSO(A), DMSO(B) - 52ft 4in (15.95m)
Built / Refurbished:	Metro Cammell/BRML Eastleigh
Formation:	DMSO(A)+DMSO(B)
Voltage:	750 V DC 3rd Rail
Power Output:	500kw (670 Horsepower)
Weight:	55t total

Capacity:	DMSO(A) - 27.5 tonnes
Gauge:	DMSO(B) - 27.5 tonnes
Brake Type:	84
Door Type:	1,435mm
	Air (Auto/EP)
	Sliding



3.2 Kitchener Class 0-4-0ST “Invincible”



Built in Newcastle Upon Tyne in 1915, “Invincible” worked as an industrial shunting locomotive at Woolwich Arsenal, in London for 40 years alongside seventeen other engines of the same design.

Following closure of the railway system at Woolwich Arsenal, the “Invincible” was given an overhaul and a new boiler and moved to the Royal Aircraft Establishment at Farnborough in Surrey. Duties here included hauling various freight wagons and goods trains from the mainline.

Further closure in 1968, this time of the RAE Farnborough railway system, resulted in “Invincible” being purchased by a private owner, who was responsible for first introducing the locomotive to the Isle of Wight in 1971.

Placing the locomotive on loan to the Wight Locomotive Society, Westinghouse brake equipment was fitted in order to use “Invincible” on passenger services along the preserved line. As the only other steam locomotive at that time, W24 “Calbourne” was out of action being serviced, “Invincible” was the only steam locomotive running the line for many of its early years in the 1970s.

Following the death of its owner, “Invincible” passed to the Isle of Wight Railway line where she has operated ever since.

In the early 1990’s “Invincible” went into a decade-long overhaul programme, of which the locomotive did not see operation again until Christmas of 2001. On return, the original Maroon and Gold livery had been reapplied, having last been worn during the locomotive's time at Woolwich Arsenal.

3.3 Southern Railway Push-Pull Set 484

With No. 6369 built in 1887 and No. 4112 built in 1898, these coaches have a long history both on and off the Island. Originally six-wheelers they worked the Sheppey Light Railway from 1919 as part of Set 40.

6369 Composite Saloon



They were converted to Push-Pull operation in 1924 at Lancing when they became Set 484. After arriving on the Isle of Wight in 1924 they operated primarily on the Merstone to Ventnor West branch and sometimes on the Freshwater and Bembridge lines.

4112 LCDR Driving Saloon Brake Third



Withdrawn in 1938 they were sold and started very different lives as living accommodation. No. 4112 was situated at Gunard Marsh and No. 6369 at Newton, which fared better as it retained most of its original interior, although it did gain a thatched roof! After the carriage bodies were purchased by the Isle of Wight Steam

Railway they were mounted on former SR parcel van under frames to become four-wheelers and lovingly restored.

LCDR Driving Saloon Brake Third No. 4112 re-entered service on 7th July 1991, with LCDR Composite Saloon No. 6369 joining a couple of years later on 18th July 1993 and now run regular passenger services the length of the preserved line.

3.4 5plank 10 Ton Open Goods Wagon



This goods wagon is a more detailed and improved version of the existing 5-plank and is based on the pristine restored wagon number '27730' which is located at Havenstreet.

No. 27730 was built by the Southern Railway in 1928 to a London, Brighton and South Coast Railway design. In total, 475 wagons of this type made the journey across the Solent for life on the Island and served for many years. After withdrawal from service No. 27730 found a home on the Bluebell Railway until being donated to the IWSR for restoration, which was completed in 2007.

In this Add-On, the wagon has been given a range of numbers so multiple instances can be used. It is worth noting to artists wishing to use this wagon as a base for repainting that although the sides are not mirrored, the texture is shared so what ever is on one will appear on the other.

4 Scenarios

4.1 After the Flood

In 1999 heavy rainfall caused damage to the line stranding a four-car train at Shanklin over Christmas. It is December 27th and the water has subsided. Take a passenger train from Ryde, making usual stops on the way before rescuing the stranded train at Shanklin. Then return to Ryde with this unusual six-car train.

- **Date** 27th December 1999
- **Rating** Medium
- **Duration** 60 minutes
- **Season** Winter
- **Start Location** Ryde Pier Head
- **Train** Class 483 EMU

4.2 And So to Bed

After a busy day the Steam Railway is closed. Stable all the rolling stock in the correct locations at Havenstreet before you finish for the night.

- **Date** 2nd October 2008
- **Rating** Easy
- **Duration** 120 Minutes
- **Season** Autumn
- **Start Location** Smallbrook Junction
- **Train** 0-4-0ST "Invincible"

4.3 Island Line Day Rover: Part 1

Purchasing an Island Line Day Rover ticket gives passenger's unlimited travel over the Island Line and the Steam Railway. After they have spent an afternoon enjoying the seafront, take a large group of tourists on a trip to Shanklin before letting them alight at Smallbrook where they will use their tickets to join the Steam Railway in part 2. This scenario will not penalise you for deviating from the timetable in general but you must arrive at Smallbrook before the steam train departs.

- **Date** 24th April 2008
- **Rating** Medium
- **Duration** 45 Minutes
- **Season** Spring
- **Start Location** Ryde Esplanade
- **Train** Class 483 EMU

4.4 Island Line Day Rover: Part 2

Taking passengers that have just completed a trip on the Island Line you are now going to take them on the Isle of Wight Steam Railway. Starting at Smallbrook Junction, drive the line all the way to Wootton.

- **Date** 30th April 2008
- **Rating** Easy
- **Duration** 20 Minutes
- **Season** Spring
- **Start Location** Smallbrook Junction
- **Train** 0-4-0ST "Invincible"

4.5 Isle of "White"

It has been snowing for days in a cold snap. The island is covered in snow and it shows no sign of letting up. Things have been running smoothly so far but problems could be just around the corner.

- **Date** 12th November 2008
- **Rating** Medium
- **Duration** 45 Minutes
- **Season** Winter
- **Start Location** Sandown
- **Train** 0-4-0ST "Invincible"

4.6 Last Train Standing

Just as you are about to finish your shift you hear the last train of the day has had a malfunction on the Up line at Ryde St Johns Road, leaving the last few stops unfinished. Take the 002 train and complete the final stops which are a round trip to the Pier Head from Ryde St Johns Road. Then you can finally stow your train for the night. This scenario does not require adherence to a timetable.

- **Date** 1st August 2008
- **Rating** Easy
- **Duration** 20 Minutes
- **Season** Summer
- **Start Location** Ryde St Johns Road
- **Train** Class 483 EMU

4.7 Let the Music Play On

It is the first day of a major music festival as well as high season so many people are riding the Island Line today. Drive a four-car service, typical for this time of year, on a round-trip of the line on this blistering June afternoon.

- **Date** 15th June 2008
- **Rating** Medium
- **Duration** 60 Minutes
- **Season** Summer
- **Start Location** Ryde Pier Head
- **Train** Class 483 EMU

4.8 Lightning Strike

A tree was struck by lightning at Wootton causing the track to be obstructed. Volunteers have broken down the debris but you must drive to Wootton with a couple of empty wagons to clear the remainder so the line can reopen.

- **Date** 18th March 2008
- **Rating** Easy
- **Duration** 20 Minutes
- **Season** Spring
- **Start Location** Havenstreet
- **Train** 0-4-0ST "Invincible"

4.9 Lights! Camera! Action!

A major studio has hired stock and use of the line to shoot scenes for a movie. The weather is suitably dramatic and the crew is ready to start. Can you follow the directions and complete the shoot?

- **Date** 1st October 2008
- **Rating** Medium
- **Duration** 30 Minutes
- **Season** Autumn
- **Start Location** Havenstreet
- **Train** 0-4-0ST "Invincible"

4.10 Looking After Number One

There is essential maintenance being performed on track one between Ryde Pier Head and Ryde St Johns Road meaning there is restricted use of the line. Use track two on this section for a typical December morning round trip of the line. Adherence to the timetable is critical for success.

- **Date** 10th December 2008
- **Rating** Hard
- **Duration** 60 Minutes
- **Season** Winter
- **Start Location** Ryde Pier Head
- **Train** Class 483 EMU

4.11 Much Merriment and Cake

It is 2002 and the new Griffin's Sidings at Havenstreet are being officially opened. Drive the W37 Invincible into the sidings for a ceremony before embarking on a round-trip of the line ending with a cake cutting at Havenstreet.

- **Date** 25th May 2008
- **Rating** Medium
- **Duration** 45 Minutes
- **Season** Summer
- **Start Location** Havenstreet
- **Train** 0-4-0ST "Invincible"

4.12 Pier Pressure

Today you are undergoing a performance review so the pressure is on to exactly hit your timetable. Drive a passenger service from Ryde Pier Head to Shanklin.

- **Date** 15th May 2008
- **Rating** Medium
- **Duration** 25 Minutes
- **Season** Summer
- **Start Location** Ryde Pier Head
- **Train** Class 483 EMU

4.13 Santa Special

Drive a Santa Special train on a snowy late December afternoon. The carpet of fresh snow has turned the line into a beautiful Winter Wonderland. This is a return trip to Wootton starting from Smallbrook Junction.

- **Date** 20th December 2008
- **Rating** Easy
- **Duration** 40 Minutes
- **Season** Winter
- **Start Location** Smallbrook Junction
- **Train** 0-4-0ST "Invincible"

4.14 Shanklin Sunrise

It is a typical October morning and you are driving the first service of the day out of Shanklin. Drive the whole line to Ryde Pier Head as the island wakes up. You do not have to stick to the timetable for success, but passengers must be picked up from each station except Smallbrook Junction.

- **Date** 30th October 2008
- **Rating** Easy
- **Duration** 25 Minutes
- **Season** Autumn
- **Start Location** Shanklin
- **Train** Class 483 EMU

4.15 Solent Night

It is Christmas Eve afternoon and the sun is already low in the sky. You are mid-way through a shift currently having just completed a stop at Brading. Continue your shift as the sun goes down, finishing at Smallbrook Junction where a special steam train will depart for a seasonal Santa Special.

- **Date** 24th December 2008
- **Rating** Medium
- **Duration** 30 Minutes
- **Season** Winter
- **Start Location** Brading
- **Train** Class 483 EMU

4.16 Sun Day

It is high season and the sun is blazing. On this busy Sunday in August you will need to keep to a timetable for a round trip to Ryde Pier Head starting at Shanklin using a four-car train.

- **Date** 19th August 2008
- **Rating** Hard
- **Duration** 60 Minutes
- **Season** Summer
- **Start Location** Shanklin
- **Train** Class 483 EMU

4.17 Ticket to Ryde

To celebrate the continued success of the Steam Railway an event is taking place where a steam engine takes to the main Island Line and drives to Ryde Pier head. Take a train of specially invited guests and members of the press on this historic journey from Havenstreet.

- **Date** 4th July 2010
- **Rating** Easy
- **Duration** 30 Minutes
- **Season** Summer
- **Start Location** Havenstreet
- **Train** 0-4-0ST "Invincible"

4.18 When the Wind Blows

There was a major storm in the night and many trees have blown over. There are also reports of the track being obstructed with debris at Brading and Sandown so the damage needs to be cleared before a normal service can start. Take a crew out in a Personnel Carrier and drop them off at Brading and Sandown.

- **Date** 3rd June 2008
- **Rating** Easy
- **Duration** 20 Minutes
- **Season** Summer

- **Start Location** Ryde St Johns Road
- **Train** Personnel Carrier

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Visit their website at: <http://www.iwsteamrailway.co.uk/>