Glorious Devon – Exeter to Plymouth 1958

 The section of the former Great Western Railway that runs across the South Devon Banks to Plymouth from Exeter and its branch to Kingswear is one of the most famous and picturesque locations in England that has captured many people's hearts.

"Glorious Devon" recreates the area as it would have looked in the late 1950's, pre 1964 after which the Beaching changes took effect. Significant research has been undertaken to achieve the closest possible authenticity, recreated in digital, for the Rail Simulator game. A period of great transition for Britain's railways, from much loved steam traction – Manors, Halls, Castles and Kings, to early classic diesel hydraulics – Hymeks, Warships and Westerns. Colour light signals were just making an appearance around Plymouth and the diesel shop at Laira was in the first stage of construction. The iconic Intercity House at Plymouth North Road station had yet to be built.

Glorious Devon offers great potential for scenario writing, from local passenger services, to inter-regional expresses to London, the Midlands and beyond. Although the location is predominately rural, freight services were varied too, including coal distribution and fuel for a 40MW power station, livestock, milk, fruit, fish and china clay.

There is much to discover, from rail connected docks to stations long since closed but now brought back to life.

The route comes with several excellent scenarios.

Enjoy Glorious Devon!

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This route is a 'freeware' conversion of the Dovetail Games (DTG) Riviera Line and Riviera Line in the Fifties. You must have purchased and installed the DTG Riviera Line and Riviera Line in the Fifties routes in order to be able to use this freeware conversion.

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Dependencies

Glorious Devon ~ Exeter to Plymouth 1958 is an expansion of Glorious Devon 1960's. For those who already have Glorious Devon 1960's installed the only extra requirements are to have the Riviera Line in the Fifties purchased from DTG, the following freeware boats from Captain Bazaa found in UK Train Simulator (http://www.uktrainsim.com):

UKTS_21172_BZZ_RS_Sybil_Mary_release
UKTS_21173_Bazza_RS_2Thamesbarges
UKTS_22446_BAZZA-RS-RW-PS Ryde-DL
UKTS_22824_BZZ_RW_Gwendolyne-CharlotteJane-DL
UKTS_23060_BZZ_RW_SS_Arundel_DL
UKTS_23068_BZZ-arundelbin-patch1
UKTS_23152_BZZ_RW_rusty_motorbarge_Nbr2DL

and John Yelland's set of BR(WR) semaphore signals

UKTS_34040_BR(WR) Signal KIt

For those making a clean installation of Glorious Devon ~ Exeter to Plymouth 1958 the following must also be installed:

Routes

In addition to Riviera Line, the route conversion uses assets that are referenced from other RSC / DTG routes and also routes by Creative Rail. These routes are listed below and must be purchased from RSC/DTG and Creative Rail.

DTG / RSC: (http://store.steampowered.com/)

Riviera Line
Falmouth Route
West Somerset Railway
Woodhead Line
Bristol to Exeter
Isle of Wight

Creative Rail: (http://www.creativerail.co.uk/products/train-simulator-2013)

English China Clay route
East Coast Part 1 and 2 OR Part 3

Not required but recommended is the Steam Sounds Supreme "Road and Rail Sound Enhancement Pack". The Falmouth route (track) joint sounds and tunnel reverb will add realism when installed.

http://www.steamsoundssupreme.com/page_rrsep.html

Assets

Freeware downloads available from the DP simulation website:
(http://www.dpsimulation.org.uk/)

These are located in the 'Free Stock and Reskins': Pete Gillam (Karma99) downloads:

EnamelSigns
GWRTracksidePack1
GWR_Water_Tower
GWRYardLamps
PointRoddingKit

and DP simulation Free Scenery downloads:

DPS GlassShelter Pack01

Freeware assets which are available to download from the UK TrainSim website:
(http://www.uktrainsim.com/)

UKTS_20478_GWR_Benches,_Lamp_Huts,_Loading_Gauges
UKTS_20732_EnamelAds
UKTS_21120_BZZ_RS_SS_Marmaduke
UKTS_21354_LivestockPenKit_v11
UKTS_22487_dockcrane
UKTS_22854_BZZ_MV_Infanta_for_DL2
UKTS_22866_BZZ_derelict_suctn_dredger_DL
UKTS_23060_BZZ_RW_SS_Arundel_DL
UKTS_23283_BZZ_RW_SS_Kent_DL
UKTS_23774_Canal_Lock_Gates
UKTS_24304_British_Railways_Lorry
UKTS_24305_British_Road_Services_Red
UKTS_24306_British_Road_Services_Green
UKTS_24617_Tugboat
UKTS_25703_GWR_Signal_Boxes_v1
UKTS_25894_Chaddock_Engineering_LNWR_Engine_Shed_Kit_Part_2_V2
UKTS_26272_Churches_v1.1
UKTS_26358_VANS
UKTS_26364_Kirkby_Stephen_Weighbridge
UKTS_27126_UKTS_Freeware_Pack_-_Blocks-Lofts-Bridges_#1_v1.0.9
UKTS_27127_UKTS_Freeware_Pack_-_Commercial_#1_v1.0.3
UKTS_27128_UKTS_Freeware_Pack_-_Housing_#1_v1.1.1
UKTS_27129_UKTS_Freeware_Pack_-_Industrial_#1_v1.0.3
UKTS_27130_UKTS_Freeware_Pack_-_Railway_Buildings_#1_v1.0.4
UKTS_27139_UKTS_Freeware_Pack_-_UK_Wagons_#1_v1.1.7
UKTS_27353_UKTS_Freeware_Pack_-_Clutter_#1_v1.0.6
UKTS_27710_GWRSignalKitV3
UKTS_27932_Patch01GWRSignalKitV3
UKTS_28981_TS2012_Yard_Lamp_Pack_V1.0
UKTS_29019_FordVanPack10cwt
UKTS_29152_AEC_Mammoth_Major_Repaints
UKTS_30468_BZZ-RW-TSxxx-3x-dinghies
UKTS_30488_SandboxVehicles
UKTS_30495_CambridgeLines_rel_1.054_Assets_Cambs
UKTS_30515_CambridgeLines_rel_1.054_Assets_3rd-party-3
UKTS_30516_CambridgeLines_rel_1.054_Assets_3rd-party-1
UKTS_30517_CambridgeLines_rel_1.054_Assets_3rd-party-2

UKTS_30716_LMS_ARP_signal_box
UKTS_30726_Telegraph_pole_lofts_V1.1
UKTS_31006_UKTS_Freeware_Pack_-_Ambient_Audio_#1_v1.0.9
UKTS_31512_totem
UKTS_31866_LNWR_Signals
UKTS_33753_Supplementary_GWR_Signals_V3
UKTS_34089_Supplementary_GWR_Signals_V3

Custom Assets

The route requires that you also install custom assets in the TwoCats folder and custom station markers for Dainton Tunnel, Totnes, Brent, Bittaford, Wrangaton Ivybridge, Cornwood, Plympton and Plymouth in the Routemarker folder. These are bundled in the .rwp file.

Using the route

This route conversion is demanding in terms of processing power from your computer (cpu and graphics card). All computers use different components and their ability to run the route conversion will vary.

We recommend when running scenarios which involve significant rolling stock that you adjust the graphics settings in the Rail Simulator options to 'High' (i.e. not Very High) and adjust the sliders to suit.

This route is relatively stable. However, certain situations may result in crashes to your game especially when approaching Newton Abbot. Most crashes are caused by an "Out of memory" error which is a fault of RW being a 32bit program. Not much can be done about this therefore we recommend that you make regular 'saves' to your scenarios

Adjusting the size of your computers virtual memory has been found to be a big help at times (http://windows.microsoft.com/en-ca/windows/change-virtual-memory-size#1TC=windows-7) and as a rule of thumb set the size to double that of your computers memory (http://www.howtogeek.com/196238/how-big-should-your-page-file-or-swap-partition-be/).

Note:
For reference the author used an i7-2600K computer with a 250 GB solid state hard drive, 16 GB of RAM and an Nvidea GTX 780 graphics card. His virtual memory was set at custom minimum 2939 and max 19323. His TS2016 settings were at "High" with the sliders for Scenery quality, Scenery density and View distance fairly well over to the right and Procedural Flora deactivated. The scenarios written by Mark Raines included with this route ran very smooth with no stuttering or crashes.

Track and the dispatcher

Sometimes when creating scenarios the dispatcher takes the train route in directions other than those that are desirable. In places where this commonly occurs we have provided fixed markers that can be used as a via or waypoint and in occasional places we have been forced to use direction arrows. These should not interfere with or be apparent in scenarios. For all other places where the trains need to be coaxed to go in the direction

you wish please use the destination markers provided in the scenario editor.

Signalling

This is a vintage route, the signalling is all semaphore which operates in a manner that will at times appear different or even non-functional to players that have used only colour light signals previously.

When a home (stop) signal is clear it will remain so as a train passes it and will go to the stop position once the last item of rolling stock has passed it.

A scenario writer/player familiar with chasing yellows with 3 aspect lamps, who decides to set up some chasing yellows with the semaphore system, should be aware that the old semaphore block system is quite different from modern signalling.

With the modern system the signals are set out at regular intervals quite close together and trains can be packed almost nose to tail along the line figuratively speaking. Chasing yellows is fairly easy for the experienced driver.

With the semaphore block system, once a train has passed the outer (far) starter there can be a fair distance, sometimes many miles before the next home signal. A following train approaching the same outer starter that the previous train passed a few minutes before must now wait for the train ahead to travel those many miles before it gets a clear to move on. Chasing yellows becomes a non-event, in fact it could cause long delays. Various rail companies placed home signals at intervals along long routes, each with a little four frame signal box and keeper, in order to speed up traffic. These same home signals in the middle of nowhere also served to stagger trains along popular routes during the holiday season. The signalling is as it was according to the signal box diagrams and a trainsim player may have to wait and twiddle his thumbs at a signal waiting for a slow AI train ahead of him take five minutes to get out of a long block. I have spoken to some authorities regarding this situation and that is how it actually was.

Distant signals are a little complicated to understand. As a rule of thumb regarding one train following another, the first train must pass three home signals before the first distant signal will clear.

An article that may be helpful in understanding stop and distant semaphores can be found here: http://forums.uktrainsim.com/viewtopic.php?f=370&t=138607&p=1714900&HYPERLINK "http://forums.uktrainsim.com/viewtopic.php?f=370&t=138607&p=1714900&hilit=Stop+&+Distant+Semaphore+Signals#p1714900"hilit=Stop+%26+Distant+Semaphore+Signals#p1714900

Scenarios

Five scenarios are provided so the users can familiarize themselves with the route and the scenery in all seasons and weather conditions.

There is also a special Warship scenario for users with a lot of IHH stock.

These scenarios mostly use stock from the routes required to install Glorious Devon Exeter – Plymouth 1958.

Other rolling stock is also required from:

UKTS Freeware packs at:

http://www.uktrainsim.com/FreewarePacks/?p=ThePacks

UK Carriages #1
UK Wagons #1
UK Steam #1

and:

Digital Traction GWR Wagon pack 1 (purchase).

http://digitaltraction.co.uk/mainsite/gwr-wagon-pack-1/

1A19 09:45 Penzance – Paddington.

 A sunny spring day. You have to take the up double headed Castle's 'Cornish Riveria Express' from Plymouth through non-stop to Exeter. Firstly you will need to draw forward and then reverse the Plymouth portion onto the Penzance portion on platform 5, after you have coupled up open your doors and prepare for departure at 12:20. After you leave expect to have a clear run as you have the priority. Be carefull when you are coupling up the portions mind, no spilt tea!

1V43 08:00 Manchester – Penzance

Its a late, hazy summer afternoon. Today you are in a Castle class and will be piloting a King on a non-stop run along the coast from Exeter to Newton Abbot, then up the hills through to your end point at Plymouth. The service is already in the platform but as its Summer and the loading is increased today you will back down onto the rake with your pilot loco. The Dep. time from Exeter is 16:53 and you are booked into Plymouth at 17:53

2C20 07:20 Swindon - Penzance

Its a bleak, overcast wintery day with snow on the south Devon banks. You take over a semi-fast service at Newton Abbot headed by a Castle class. You have two stops to make at Totnes and Brent before your turn ends at Plymouth. It should be a pretty straight forward run for you. At least you'll be warm in the cab.

2P09 07:32 Plymouth – Newton Abbot

A foggy autumn morning with showers. Your task is to take an old modified Hall to pull a train from Plymouth, stopping at all stations, through to Newton Abbot. Try to keep your timings so you stay out of the way of faster traffic.

6C10 07:10 Rogerstone – Tavistock Yd.

On this wet spring night you are being held at a stop while a train pulls out of Hackney Yard. With your new clean Hall you have take a load of Coal over the hills from Newton Abbott as far as Tavistock Yd. As soon as you get the road pull down to the loop at Aller Junction, pull up to and couple with the assisting loco, then as signals permit make your way along. You will need to stop at Dainton and Hemmerdon to apply the brakes in your rear wagons and at Totnes to release them. Your max speed is 45.

*Hint: You will need to start applying brakes well before Dainton brake check so your train is at a crawl as it exits the tunnel, else you will be going for a nice long ride downhill before the train stops.

**Note: You may experience some bad stuttering passing the first half of Newton Abbot platform 1. This is due to a lot of locomotives in the area. The scenario runs smoothly after that.

The IHH Warship special 1A59 14:30 Plymouth to Paddington.

You will require the following extra stock:

West Somerset diesels from Steam. Purchase.
6MT Pack 01 from steam.   Purchase.

6MT Clan Mk1 coaching stock 'BR Blue Grey' Repaint pack by rfletcher72.
http://www.dpsimulation.org.uk/rf72reskins.html#RFCoaches

IHH Class 22.
IHH Class 35 Hymek.
IHH Class 42 Warship.
IHH Class 45 Peak.
IHH Class 52 Western.
IHH Bonus content.

   Big changes are afoot. Plymouth station will only look like it does for a few more months as plans to rationalise the trackwork and start building the Intercity House station precinct are beginning to be put into effect.

Its an overcast spring day in 1961. Today you have to take a double-headed Warship class Up London service from Plymouth through to Exeter stopping at Totnes and Newton Abbot. Your departure time is 14:30.

Route Contributors - TeamGD60

Tristan Peat (aka TwoCats) Please contact TarkaTwoCats via pm on UKTS.
Mike Traves (aka Meonia) Please contact via pm on UKTS for problems concerning track and signalling.
Geoff Harrison (aka JustGeoff) for reference and research.

Many thanks to:
Mark Raines for his excellent custom scenarios written specially for this route conversion.