

Glorious Devon – Exeter to Plymouth 1958

GWR / SR pt.1

Glorious Devon



Exeter to Plymouth - 1958

GWR / SR

Part 1

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.

The alternative Southern / ex-LSWR route climbs through farmlands to Okehampton then across northern Dartmoor and down to Tavistock, terminating in Plymouth Friary Station. A scenic but less busy route servicing many small holiday communities in north Devon.

GWR and SR would run trains along both routes in order for drivers to familiarize themselves with the branches in case an emergency detour was necessary.

“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 Train Simulator.

It was a period of great transition for Britain's railways, from much loved steam traction – Manors, Halls, Castles and Kings, to early classic diesel hydraulics – Hymeeks, Warships

and Westerns on the GWR route, along with Bullied light pacifics, King Arthurs, Schools, T9, S16's and many other smaller classes on the Southern portion.

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 and ballast.

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!

Route Downloads

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

Riviera Line

Exeter Kingswear

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

DPSimulations (<http://www.dpsimulation.org.uk/>)

DPS_RBP01_v2 (a.k.a *Route Building Pack 01*)

DPSGlassShelterPack01

EnamelSigns

GWR_Water_Tower

GWRTracksidePack1

GWRYardLamps

PointRoddingKit

UK Train Sim (<http://www.uktrainsim.com/>)

UKTS_5669_FixedDistantKit

UKTS_1281_hw_trolley

UKTS_18611_SRUQ_SignalPost_Kit1b

UKTS_19295_SR_Signal_Kit_6_v1

UKTS_20344_Vintage_Billboards_(Pack_Of_24)
UKTS_20478_GWR_Benches,_Lamp_Huts,_Loading_Gauges
UKTS_20415_Animals1
UKTS_20637_Clutter2
UKTS_20696_GWRSigKitV2FD
UKTS_20732_EnamelAds
UKTS_21120_BZZ_RS_SS_Marmaduke
UKTS_21172_BZZ_RS_Sybil_Mary_release
UKTS_21173_Bazza_RS_2Thamesbarges
UKTS_21354_LivestockPenKit_v11
UKTS_22446_BAZZA-RS-RW-PS_Ryde-DL
UKTS_22437_SRUQ_Signal_Kit_1a_v4
UKTS_22438_SR_Signal_Kit_2_v4
UKTS_22439_SR_Signal_Kit3_v4
UKTS_22440_SR_Signal_Kit_4_v4
UKTS_22441_SR_Signal_Kit_5_v4
UKTS_22446_BAZZA-RS-RW-PS_Ryde-DL
UKTS_22487_dockcrane
UKTS_22824_BZZ_RW_Gwendolyne-CharlotteJane-DL
UKTS_22854_BZZ_MV_Infanta_for_DL2
UKTS_22866_BZZ_derelict_suctn_dredger_DL
UKTS_23060_BZZ_RW_SS_Arundel_DL
UKTS_23068_BZZ-arundelbin-patch1
UKTS_23152_BZZ_RW_rusty_motorbarge_Nbr2DL
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_24722_platform_trolleys
UKTS_25703_GWR_Signal_Boxes_v1
UKTS_25894_Chaddock_Engineering_LNWR_Engine_Shed_Kit_Part_2_V2
UKTS_25965_FalmouthGWR_Scenery
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_27353_UKTS_Freeware_Pack_-_Clutter_#1_v1.0.6
UKTS_27710_GWRSigKitV3
UKTS_27932_Patch01GWRSigKitV3
UKTS_28981_TS2012_Yard_Lamp_Pack_V1.0
UKTS_29019_FordVanPack10cwt
UKTS_29019_FordVanPack10cwt
UKTS_29152_AEC_Mammoth_Major_Repaints
UKTS_30468_BZZ-RW-TSxxx-3x-dinghies
UKTS_30488_SandboxVehicles
UKTS_30716_LMS_ARP_signal_box

UKTS_30726_Telegraph_pole_lofts_V1.1
UKTS_30819_Civil_Engineers_&_Platelayers_Pack_V1.1
UKTS_31006_UKTS_Freeware_Pack_-_Ambient_Audio_#1_v1.0.10
UKTS_31512_totem
UKTS_31866_LNWR_Signals
UKTS_32041_UKTS_Lattice_Signals
UKTS_33753_Supplementary_GWR_Signals_V3
UKTS_34040_BR(WR)_Signal_Kit
UKTS_34089_Supplementary_GWR_Signals_V3
UKTS_34729_Patch_01_BR(WR)_Semaphore_Signal_Kit_V1.0_(RW3-RW6)
UKTS_34888_NG30lbTracks_v7
UKTS_35856_CambridgeLines_rel_2.000_Assets_3rd-party-1
UKTS_35857_CambridgeLines_rel_2.000_Assets_3rd-party-2
UKTS_35858_CambridgeLines_rel_2.000_Assets_3rd-party-3
UKTS_35861_CambridgeLines_rel_2.000_Assets_Cambs-1
UKTS_35862_CambridgeLines_rel_2.000_Assets_Cambs-2
UKTS_36068_BR(WR)_Signal_Kit_Supplement1
UKTS_36561_Patch_Siding_Signal

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.

The scenery files of this route have been modified so as to enable you to run any scenario with the "Low" setting without any loss of scenery items. The only noticeable difference between "Low" and higher settings such as medium or high is the quality of shadows (shaders), the higher settings having darker shadows. This will enable a player to run scenarios with increased traffic and rolling stock with improved performance and fewer crashes. Sliders can be adjusted to suit. We strongly suggest that "Procedural Flora" be turned off.

This route is relatively stable. However, certain situations may result in crashes to your game especially when approaching Newton Abbot, Exeter and Oakhampton. 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, especially before the locations mentioned above.

Note:

For reference, during route creation the author used an i7-7700K computer with a 500GB solid state hard drive, 32GB of RAM and an Nvidia GTX 1080 graphics card.

He tried this out and it made a noticeable difference. Go into Nvidia control panel, 3D settings, add Train simulator to the list then check the following:-

Nvidia Control Panel 3D Settings

Global

DSR - Factors 4.00x

DSR - Smoothness 33%

Program Settings - Railworks/Train Simulator

Ambient Occlusion Not Supported
Anisotropic Filtering Application controlled
Antialiasing - FXAA On
Antialiasing - Gamma Correction On
Antialiasing - Mode Enhance the application setting
Antialiasing - Setting Application controlled
Antialiasing - Transparency 8x (supersample)
CUDA - GPUs All
Maximum pre-rendered frames 4
Multi-Frame Sampled AA (MFAA) Off
Multi-display/mixed-GPU acceleration Single display performance mode
Power management mode Prefer maximum performance
Preferred refresh rate Highest available
Shader Cache On
Texture filtering - Anisotropic sample optimisation On
Texture filtering - Negative LOD bias Allow
Texture filtering - Quality Quality
Texture filtering - Trilinear optimisation On
Threaded optimisation On
Triple buffering On
Verticle sync On
Virtual Reality pre-rendered frames 1"

For the scenarios written by Mark Raines and Geoff Harrison included with this route his TS2017 settings were at "Medium" or "Low" with the slider for Shadows at 25% and Procedural Flora deactivated. The scenarios ran very smooth with no stuttering and very few 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.

Signaling

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.

GWR Scenarios

1A19 09:45 Penzance – Paddington.

A sunny spring day. You have to take the up double headed Castle's 'Cornish Riviera 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.

SR Scenarios

Southern 11.46 Plymouth – Exeter Central _

Due to a landslide in a cutting just west of Meldon Junction both lines are blocked and the 11.46 from Plymouth has been terminated at Bridestowe with passengers being bussed to Okehampton. Control has organised a relief train from Okehampton and you are in charge. You will need to use the 2D map to find your way onto the up main line and then reverse back through the up platform to the Military Siding 3 where you can couple to the four coaches. Pull forward again to Platform 3 to load and then it is all stations to Exeter Central. This is a tight timetable so some smart driving is required. On leaving Exeter Central leave your train in Blackall Road siding.

Southern: The 13.55 Meldon -Woking Ballast.

You have been rostered to drive this train up to Exeter Central where the Salisbury crew will take over. First of all, your loco is coaled, watered, and ready for you but you must hit the '9' key to access the 2D map so you can change the relative points to get yourself onto the up main line. Follow the on-screen instructions as they appear and when you get to Exeter St Davids stop just before the gantry at the end of the platform. The banker loco will come out from it's siding and stop just short of your brakevan. Unfortunately TS2017 will not enable the banker loco to couple up to the brakevan so you will need to slowly and carefully reverse so that you can couple your train to it before setting off for Central.

Southern: The Up Surbiton Car Carrier

For a limited time Southern Region ran a car train from Surbiton to Okehampton and return using GUV's to carry the cars together with three coaches including a buffet car. The train will leave Okehampton for the return journey to Surbiton and today you will be in charge of this service. Using the 2D map set the points to allow you out on to the up main line and then reverse back through Platform 3 to couple up to the coaches in Military Siding 1. Pull forward and then reverse to collect the loaded GUV's and make ready for departure. You will run non-stop to Exeter St Davids but you must stop in the through road just in front of the gantry at the end of the platforms. The banker loco will appear from its siding and stop just short of the last GUV. TS2017 prevents it from automatically coupling up so you will need to reverse back slowly to couple and then you can set off for the through road at Central where the scenario ends.

Southern: The Atlantic Coast Express (Down)

Today you will be in charge of the Plymouth and North Cornwall portions of the Atlantic Coast Express. Your loco is simmering gently in the down through road at Central awaiting the arrival of the main train from Waterloo. Once passenger loading/unloading is complete the train will divide and the rebuilt Light Pacific will continue its journey to North Devon. Once the home signal has cleared you can allow your loco to run forward and then reverse back into Platform 2 to couple up to the remaining stock. You can then proceed to St Davids and onwards but beware, a points failure at Yeoford means a Temporary Speed Restriction is in place approaching Yeoford and you will be routed through the down slow line.

Southern: (Free Roam) 11:30 Brighton – Plymouth

You take over this train from the Salisbury crew and take it as far as Okehampton with just the one stop at Exeter St David;s.

Payware Downloads for Southern Railway Scenarios

Steam

BR Class 105 DMU Add-on
BR Standard Class 4MT Loco Add-on
Bullied Q1 Class Loco Add-on
GWR Small Prairies Loco Add-on
UK Mineral Wagon Pack
WSR Diesels Loco Add-on
BRBlue Diesel Electric Pack Loco Addon
N15 King Arthur Class 'Sir Lamiel' Loco Add-on
Southern Railway S15 Class steam loco addon
Bullied Coach Pack 01 Add-on
Bullied Coach Pack 02 Add-on
Bullied Coach Pack 03 Add-on

Armstrong Powerhouse (<https://www.armstrongpowerhouse.com/>)

Mk1 Coach Pack

*Note: Installs as DT_MK1_coaches

Digital Traction (<http://digitaltraction.co.uk/>)

Class 4MTT pack

BR Class 4MT 4-6-0 Tender Loco

*Note: Can also be purchased on Steam

Bulleid Coach Pack

*Note: Can also be purchased on Steam

GWR 43XX

SR M7 Loco

Just Trains (<https://www.justtrains.net/train-simulation-add-ons>)

YGB Seacow PlusPak

GWR Manor Packs

Rebuilt Bulleid Light Pacific

*Note: Can also be purchased on Steam

(comes with Maunsell coaches).

Steam sounds Supreme (<http://www.steamsoundssupreme.com/>)

Bulleid Light Pacific – Preservation Pack

LBSCR_E2_Pack

Departmental Wagon Pack

Departmental Hoppers Pack

Rebuilt Bulleid Sound Pack

Maunsell Era (<https://steamlococollection.co.uk/>)

U Class

V Class

Freeware Downloads for Southern Railway Scenarios

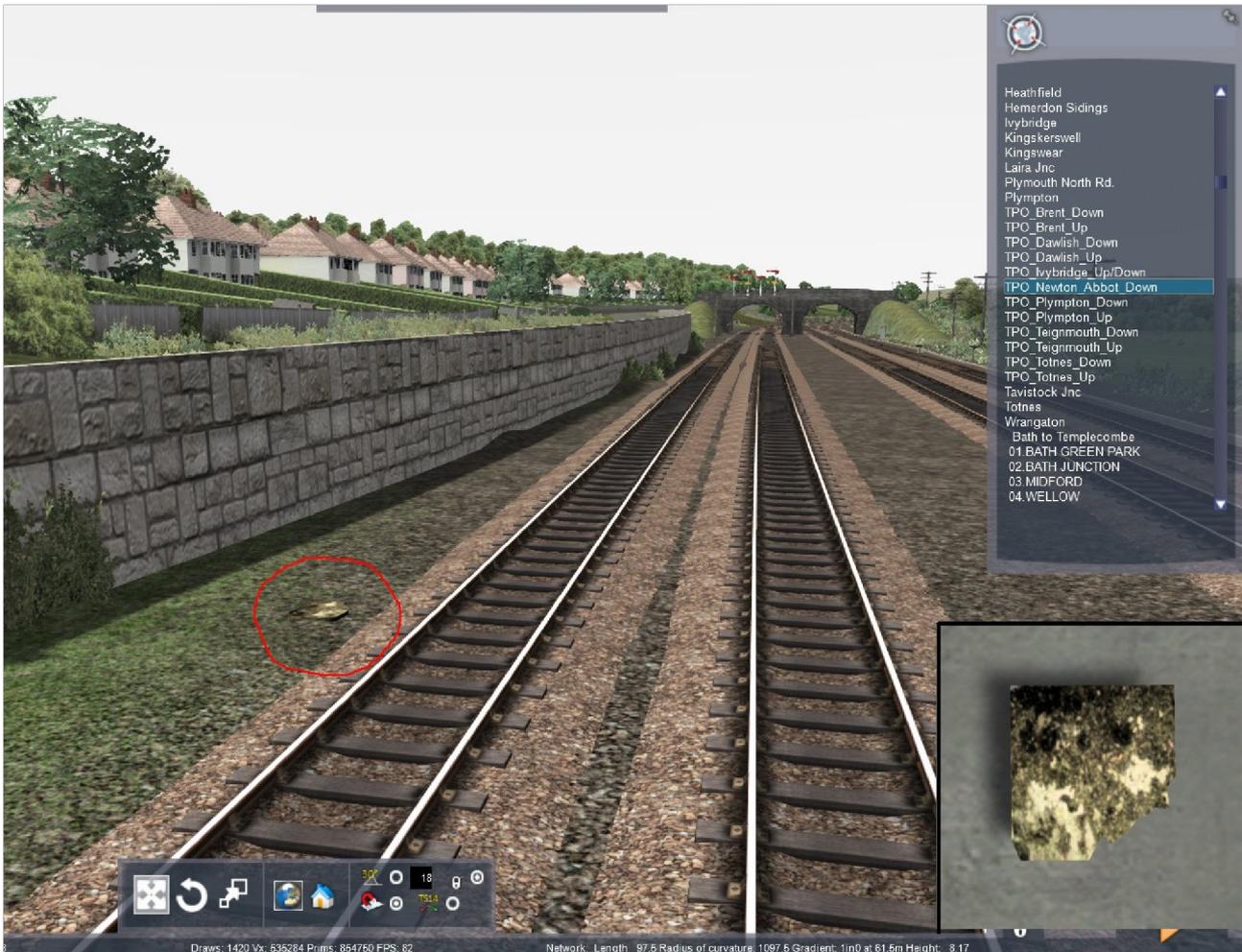
DPSimulations (<http://dpsimulation.org.uk/>)

GWR Wagon Pack 1, 2 and 3 (Karma99)

Steam Sounds Supreme (<http://www.steamsoundssupreme.com/>)

Rebuilt Light Pacific Expansion Pack

Victory Works TPO scenarios



To make setting the lineside apparatus for “Victory Work's TPO” scenarios easier, the following modifications have been made to 'Glorious Devon – Exeter to Plymouth 1958'.

Referencing the above screenshot, the locations of the lineside equipment have been marked with an algae covered flagstone (inset) that is placed beside the track at the location for the apparatus. It will not be noticed unless you are looking for it. In the Right flyout panel are the Routemarkers for the TPO lineside flagstone locations and when you go there the flagstones will be very obvious. In the Scenario Editor place your Victory Works Travelling Post Office lineside apparatus at these locations.

In the Victory Works Saint and TPO manual under “placing the equipment” the following is written from the original instructions:

“It should be placed on a piece of track with a clear approach of 200-250 yards (183-229m) with no obstructions at the side within 4' 9” (1.45m).”

For those who want only the static versions, the lineside equipment can be placed over the the pads in the World Editor.

Below is a list of GWR lineside apparatus locations taken from the GWR TPO manual with minor editing to reflect changes in the route since the time of writing.

LOCATION DESCRIPTIONS

Location	Down Journey	Up Journey
1. Brent	990 yds. east of the station. After Totnes observe tunnel, fix on, pass under bridge, lower net, extend arms after white board. 1 standard, 1 net.	Observe Wrangaton station. Run through Brent, pass under one bridge and at the decline of the cutting lower Net. 1 standard.
2. Dawlish	265 yds. east of the station. After passing Starcross station observe Dawlish Warren station, fix on, pass under Footbridge and at white signal board against sea wall extend. 1 net.	240 yds. east of the station. Run through Dawlish station, at end of platform lower net. 1 standard.
3. Ivybridge	850 yds. east of the station. Observe Wrangaton station and Bittaford Halt platform, fix on, pass under 3 bridges, run by a signal post, at white signal board lower and extend. 1 standard, 1 net.	Pass Cornwood station, at side lines fix on, run through Ivybridge station and over viaduct, then lower And extend. 1 standard, 1 net.
4. Langford Bridge	1000 yds. west of Newton Abbot apparatus. After working Newton Abbot fix on immediately, pass under one bridge and by Aller signal cabin, at white board extend. 1 net.	(no apparatus on the up journey)
5. Newton Abbot	$\frac{3}{4}$ mile west of the station. After Teignmouth notice sidings, at Newton Abbot station fix on, pass under one bridge then over road bridge, after passing first signal post lower and extend. 1 standard, 1 net.	(no apparatus on the up journey).
6. Plympton	802 yds. east of the station. Observe Cornwood station and Hemerdon sidings, fix on, pass under 2 bridges and over 2 road bridges, lower and extend. 1 standard, 1 net.	400 yds. east of the station. After Plymouth observe Laira sidings and Tavistock junction, fix on, run through Plympton station and after passing signal post lower net, pass small bridge over road, then extend. 1 standard, 1 net.
7. Teignmouth	220 yds. east of the station. After Dawlish observe 5 short tunnels, fix on, pass hut on sea front and after signal post lower and extend. 1 standard, 1 net.	500 yds. east of the station. After Newton Abbot observe row of houses, fix on, pass through Teignmouth station and under 3 bridges (the last two close together) then lower and extend. 1 standard, 1 net.
8. Totnes	596 yds. west of the station. After Newton Abbot observe tunnel, at iron bridge over roadway fix on, pass over river Dart and through Totnes station, run under one bridge, lower net, pass low parapet of small bridge then extend. 1 standard, 1 net.	640 yds. west of the station. After Brent observe tunnel, pass under 3 bridges, fix on, notice stone cutting, under 4 more bridges, at white signal board lower and extend. 1 standard, 1 net

Helpful TPO information for scenarios

The Great Western TPO from London to Penzance with operating pickup-set down gear, had special vehicles design for specific duties. As there were no turning facilities the train was hauled backwards through Cornwall with a vehicle fitted with nets on the opposite side to pick up on the return journey. (see 814 at Didcot).

In addition there were single vehicles attached to certain trains for part or all of the Journey. Shrewsbury-Penzance had a single TPO attached at Bristol for Pezance, whereas a Crewe - Cardiff service and a Paddington Neyland service had a single TPO attached for all the journey.

The 10:10pm Paddington to Penzance

- PO Brake Van 812, 813, or 814 (dia L23)
- PO Carriage 793, 794, or 795 (dia L21)
- PO Carriage 806, 807, or 808 (dia L18)
- PO Carriage 834, 835, or 836 (dia L13)
- PO Carriage 830, 831, or 832 (dia L14)
- Brake Van 1177 or 81 (dia K40)
- Siphon G (except Sundays) to Plymouth North Road
- Siphon G to Exeter
- Siphon G to Exeter

Just before the end of the "UK mail by rail" postal operation, Taunton could still boast 15 postal train movements each week day as noted below:

HEADCODE		WORKING TIME AT TAUNTON		NOTES
5C98	07:16	BRISTOL TM - PLYMOUTH	08:00	EMPTY VANS
5C99	12:18	BRISTOL TM - PLYMOUTH	12:50	EMPTY VANS
1S81	12:44	SHEILDMUIR - PLYMOUTH	14:15	8 MAIL VANS
1C91	13:53	PLYMOUTH - BRISTOL	15:40	4 MAIL VANS
1E43	15:09	PLYMOUTH - LOW FELL	16:45	8 MAIL VANS
1E41	17:23	PLYMOUTH - LOW FELL	19:05	8 MAIL VANS
1V33	15:58	WILLES DEN - PLYMOUTH	19:15	4 MAIL VANS
1M65	19:15	PLYMOUTH - WILLES DEN	20:55	4 MAIL VANS
1V64	14:40	LOW FELL - PLYMOUTH	21:40	8 MAIL VANS
1C01	19:30	PENZANCE - BRISTOL	23:20	TPO
1C84	21:50	READING - PLYMOUTH	23:20	4 MAIL VANS
1M99	22:13	PLYMOUTH - WILLES DEN	23:45	TPO
5V69		BRISTOL - PLYMOUTH	01:18	EMPTY VANS
1V40	23:00	WILLES DEN - PLYMOUTH	01:40 - 01:45	TPO
1C02	00:58	BRISTOL - PENZANCE	01:50	TPO

TPO example scenario

An example scenario has been included. In the scenario editor the placement of the lineside apparatus and the links are as per the GWR location descriptions in the table above. The link placements are for the down TPO run only. The Up TPO link placements are for effect only and when writing a scenario for an up TPO run you will have to place the links and set the standards/nets as per the tables above.

Warning: The Victory Works Saint and TPO set use a lot of memory resources on top of a heavily loaded scenario so you will almost certainly get one or two crashes around busy areas like Exeter St. David's and Newton Abbot. Save often, about every two miles the first time you run the scenario, until you get an idea of how your computer plays this scenario out. This scenario is a modification of Mark Raines Manchester to Penzance scenario above. I ran the scenario with settings on MED.

You will need the GWR Clerestory Corridor Stock, file ID: 27235 found on <http://uktrainsim.com/>

1S81 12:44 TPO Shieldmuir – Plymouth

Its a hazy summer afternoon. The TPO has just arrived from Shieldmuir and is unloading mailbags onto Exeter's platform 1 for pick up by mail vans from the post office. In the meantime your Saint is prepping for a non-stop TPO run along the coast from Exeter to Newton Abbot then up the hills through to your end point at Plymouth. You take this opportunity to back down onto the rake with the pilot loco. The Dep time from Exeter is 13:09 and you arrive in Plymouth at 14:17.

Route Contributors – Team GD58

Mike Traves (aka meonia) Please contact via PM on UKTS for problems concerning the route.

Geoff Harrison (aka JustGeoff) for route research and SR scenarios.

Tristan Peat (aka TwoCats) for scenery contributions.

Many thanks to:

Mark Raines for his excellent GWR scenarios.

John Yelland for permission to use his signals and for making a number of custom signals for this route.

Ken Collett (aka Auscgu) for his research into GWR track and lineside equipment.

Michael Hendle who has kindly helped in providing vintage timetable information for the scenarios.

Peter Gillam from Victory Works for his GWR TPO research into lineside apparatus.

If we have not acknowledged your work, or have missed anyone else, we are sorry, please contact us and we will add you to our credits.

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