

Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 0130am Padd-H WYCOMBE-LAPWORTH-Bham

Depart: GW Pas1 High Wycombe East Dest: 3 Lapworth Down Plat

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

01.30 am Paddington – Birmingham Snow Hill

<i>Paddington</i>	<i>dep</i>	<i>01.30 am</i>
<i>High Wycombe</i>	<i>through</i>	<i>02.00 am</i>
Banbury General	arr	02.58 am
	dep	03.02 am
Leamington Spa Gnl	arr	03.27 am
	dep	03.32 am
<i>Birmingham Snow Hill</i>	<i>arr</i>	<i>04.00 am</i>
<i>Birkenhead (Woodside)</i>	<i>arr</i>	<i>07.35 am</i>

Grandly called the 'Isle of Man Boat Express' the 01.30 Paddington-Birmingham catered mainly for the newspaper trade. In Birmingham the leading four coaches (with the single brake composite) were transferred to the 00.10 Paddington to Birkenhead (via Oxford).

'County' 3823 County of Carnarvon

Full brake	GWR	K40	Paddington-Birmingham SH	Matrix
Siphon G	GWR	O11	Paddington-Birmingham SH	DT
Siphon G	GWR	O33	Paddington-Birmingham SH	CW
BCK (70)	GWR	E80	Paddington-Birmingham SH	Matrix
Siphon G	GWR	O33	Paddington-Birmingham SH	CW
Siphon G	GWR	O33	Paddington-Birmingham SH	CW
Full brake	GWR	K22	Paddington-Birmingham SH	Matrix

Stock used:

Digital Traction: GWR 'County' 4-4-0

Digital Traction: GWR 1930s B Set & Siphon

Caledonia Works: GWR Wagon Pack 1

(if you get a 'Failed' errors while downloading from CW click the '^' and then 'Resume')

DTG: TS Marketplace GWR High Waist Collett Coaches Pack 2

DTG: TS Marketplace GWR Toplight Coaches Pack 2

Steam Sounds Supreme: Matrix Trains GWR Concertinas Packs 1 & 2



Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 0733am Soton-NEWBURY-OXFORD-Banbury-Glasgow

Depart: GW Pas2 Newbury Up Platform Dest: 2 Oxford Down North Platform

Consist Name: GWR County 0733am Soton-Newbury-OXFORD-BANBURY—Glasgow

Depart: GW Pas1 Oxford Down Plat Dest: 1 Banbury Down Platform

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

GWR County 0733am Soton-NEWBURY-BANBURY-Glasgow

07.33 am Southampton Terminus – Glasgow Queen Street

<i>Southampton T</i>	<i>dep</i>	<i>07.33 am</i>
Newbury	arr	09.22
Newbury	dep	09.28
Hermitage	dep	09.37
Hampstead Norris	dep	09.44
Compton	dep	09.50
Upton & Blewbury	dep	10.00
Didcot	arr	10.06
Didcot	dep	10.15
Culham	dep	10.22
Radley	dep	10.29
Oxford	arr	10.37
	dep	10.50 am
Banbury General	arr	11.17 am
	dep	03.02 am
York	dep	03.35 pm
Newcastle	arr	05.34 pm
Glasgow Queen Street	arr	10.03 pm

A train that looked impressive on the pages of Bradshaw was probably less so for travellers beginning their journey to Scotland by stopping at every station on the Didcot, Newbury & Southampton. At Oxford the GW non-corridor third was exchanged for a dining car and a brake third, and from Banbury the train would continue over the Great Central to York, and then as part of the 03.35 NE service to Edinburgh & Glasgow.

'County' 3823 County of Carnarvon

T	GWR	C66	Southampton Terminus-Oxford	DT
BTK	LNER	115	Southampton Terminus-Glasgow QS	Matrix
CK	LNER	130	Southampton Terminus-Glasgow QS	Matrix
RC	LNER	187	Oxford-Newcastle	Matrix
BTK	LNER	115	Oxford-Newcastle	Matrix

Stock used:

Digital Traction: GWR 'County' 4-4-0

Digital Traction: GWR 1930s B Set & Siphon

Matrix (DTG): Gresley Teaks Set 1 - from Steam Marketplace

Matrix (DTG): Gresley Teaks Set 2 - from Steam Marketplace

<https://store.steampowered.com/search/?term=Gresley+Coach+Pack>

Matrix (SSS): Gresley Teaks Set 5 - from Steam Sounds Supreme

<https://www.steamssounds.com/mt-gresley-teak-carriage-set5.html>

Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 0837am Glasgow-BANBURY-READING-Soton

Depart: GW Pas1 Banbury Up Plat Dest: 2 Reading Up Relief Platform

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

08.37 am Glasgow Queen Street - Southampton Terminus

<i>Glasgow Queen Street</i>	<i>arr</i>	<i>08.37 am</i>
<i>York</i>	<i>dep</i>	<i>03.00 pm</i>
<i>Banbury General</i>	<i>arr</i>	<i>07.19 pm</i>
	<i>dep</i>	<i>07.25 pm</i>
<i>Oxford</i>	<i>arr</i>	<i>08.00 pm</i>
	<i>dep</i>	<i>08.15 pm</i>
<i>Didcot</i>	<i>through</i>	<i>08.30 pm</i>
<i>Reading</i>	<i>arr</i>	<i>08.56 pm</i>
<i>Basingstoke</i>	<i>arr</i>	<i>09.25 pm</i>
<i>Southampton T</i>	<i>dep</i>	<i>10.52 pm</i>

On closer inspection the 08.37 was not the trunk service suggested in the timetable, as only one coach made the full journey. The Glasgow coach had the distinction of being included in the Glasgow section of the Flying Scotsman, but from Basingstoke the Southern only managed to add the Southampton coaches to the 08.00 pm Waterloo-Southampton all-stations service.

'County' 3823 County of Carnarvon

BTK	LNER	115	Newcastle-Oxford	Matrix
RC	LNER	187	Newcastle-Oxford	Matrix
CK	LNER	130	Newcastle-Southampton Terminus	Matrix
BTK	LNER	115	Glasgow QS-Southampton Terminus	Matrix

Stock used:

Digital Traction: GWR 'County' 4-4-0

Matrix (DTG): Gresley Teaks Set 1

Matrix (DTG): Gresley Teaks Set 2

Matrix (SSS): Gresley Teaks Set 5



Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 0840am Padd-READING-LAPWORTH-Birmingham

Depart: GW Pas2 Reading Down Relief Dest: 5 Lapworth

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

08.40 am Paddington – Reading – Oxford - Birmingham Snow Hill

<i>Paddington</i>	<i>dep</i>	<i>08.40 am</i>
Didcot	dep	09.53 am
Radley	dep	10.04 am
Oxford	arr	10.12 am
	dep	10.18 am
Banbury General	arr	10.45 am
	dep	10.50 am
Leamington Spa	arr	11.14 am
	dep	11.20 am
Warwick	dep	11.25 am
<i>Birmingham Snow Hill</i>	<i>arr</i>	<i>11.50 am</i>

The 1910 direct line from Princes Risborough to Banbury gave the Great Western a much shorter route to Birmingham. To placate Oxford the 'old route' was retained for a number of services, of which the 8.40 am from Paddington was one. Instead of two hours this train took more than three hours to reach Birmingham, so the following 9.10 am a quicker way to Snow Hill, arriving at 11.10 am...

'County' 3823 County of Carnarvon

Brake Third	GWR	D56	Paddington-Birmingham SH	Matrix
Composite	GWR	E132	Paddington-Birmingham SH	Matrix
Restaurant Composite	GWR	H57	Paddington-Birmingham SH	Matrix
Third	GWR	C54	Paddington-Birmingham SH	Matrix
Brake Third	GWR	D95	Paddington-Birmingham SH	Matrix
Composite	GWR	E98	Paddington-Oxford	Matrix
Third	GWR	C35	Paddington-Oxford	Matrix

Stock used:

Digital Traction: GWR 'County' 4-4-0

DTG: TS Marketplace GWR High Waist Collett Coaches Pack 1

DTG: TS Marketplace GWR High Waist Collett Coaches Pack 2

DTG: TS Marketplace GWR Toplight Coaches Pack 1

DTG: TS Marketplace GWR Toplight Coaches Pack 2

DTG: TS Marketplace Collet Coaches Pack 2



Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 0910am Deal-READING-LAPWORTH-Birkenhead

Depart: GW Pas1 Reading Main Down Plat Dest: 6 Lapworth

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

09.10 am Deal – Dover – Folkestone – Ramsgate – Margate – Brighton – Hastings - Birkenhead

Margate	dep	08.25 am	(via Deal, Dover to Ashford and Redhill)
Deal	dep	09.10 am	(via Dover to Ashford and Redhill)
Margate	dep	09.14 am	(via Canterbury W to Ashford and Redhill)
Hastings	dep	09.25 am	(via Brighton to Redhill)
Redhill	dep		
Basingstoke	dep	12.22 pm	
Reading	arr	01.05 pm	
Oxford	arr	01.38 pm	
	dep	01.44 pm	
Banbury General	arr	02.12 pm	
	dep	02.15 pm	
Leamington Spa	arr	02.39 pm	
	dep	02.43 pm	
Birmingham Snow Hill	arr	03.10 am	
	dep	03.15 pm	
Wolverhampton	arr	03.35 pm	
	dep	03.42 pm	
Birkenhead	arr	06.15 pm	

'County' 3823 County of Carnarvon

Brake Third	SR	2101	Hastings-Redhill-Birkenhead	Matrix
Third	SR	2001	Hastings-Redhill-Birkenhead	Matrix
Brake Composite	SR	2401	Hastings-Redhill-Birkenhead	Matrix
Brake Composite	SR	2401	Margate-Ashford-Redhill-Birkenhead	Matrix
Restaurant Kitchen First	SR	2651	Margate-Ashford-Redhill-Birkenhead	Matrix
Third Open	SR	2007	Margate-Ashford-Redhill-Birkenhead	Matrix
Brake Third	SR	2101	Margate-Ashford-Redhill-Birkenhead	Matrix
Brake Composite	SR	2401	Ramsgate-Ashford-Redhill-Birkenhead	Matrix
Brake Third	SR	2101	Ramsgate-Ashford-Redhill-Birkenhead	Matrix

There were very few through trains from Kent to other parts of the country and the 'Birkenhead' was by far and wide the best equipped. The train was made up of three parts to serve as much of Kent and Sussex as possible. The first part started from Margate to Ashford and ran via Ramsgate, Deal and Dover, the second part also started about forty minutes later from Margate to Ashford but ran via Canterbury West, and the third section ran from Hastings via Eastbourne and Brighton to Redhill where it joined the two Margate sections.

Stock used:

Digital Traction: GWR 'County' 4-4-0

Matrix (DTG): Maunsell 59ft Low Window Corridor Coach Pack Southern Olive Green



Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 0910am Padd-H WYCOMBE-LAPWORTH-Birkenhead

Depart: GW Pas1 High Wycombe Down Plat Dest: 3 Lapworth

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

09.10 am Paddington - Birkenhead

<i>Paddington</i>	<i>dep</i>	<i>09.10 am</i>
High Wycombe	dep	09.43 am
Banbury General	arr	10.24 am (slip)
Leamington Spa	arr	10.44 am (slip which departs 11.20 am for Stratford)
<i>Birmingham Snow Hill</i>	<i>arr</i>	<i>11.10 am</i>
<i>Wolverhampton</i>	<i>arr</i>	<i>11.35 am</i>
<i>Birkenhead</i>	<i>arr</i>	<i>01.57 pm</i>

'County' 3823 County of Carnarvon

Brake Third	GWR	D94	Paddington-Wolverhampton	Matrix
Brake Third (70)	GWR	D51	Paddington-Birkenhead	Matrix
Third	GWR	C35	Paddington-Birkenhead	Matrix
Composite (70)	GWR	E93	Paddington-Birkenhead	Matrix
Brake Third	GWR	D56	Paddington-Birkenhead	Matrix
Restaurant Composite	GWR	H57	Paddington-Birkenhead	Matrix
Brake Composite	GWR	E128	Paddington-Birkenhead	Matrix
Slip	GWR	F14	Paddington-Leamington Spa (Stratford)	Matrix
Slip	GWR	F20	Paddington-Banbury	Matrix

The 09.10 am was the fastest of the five daily GWR expresses to Birkenhead, and to manage the two-hour schedule to Birmingham the train made only one intermediate stop (at High Wycombe). The important towns of Banbury and Leamington (Stratford) were served by slip coaches. You'll pick up the train at High Wycombe for a non-stop run to the Birmingham suburbs.

Stock used:

Digital Traction: GWR 'County' 4-4-0

Matrix (DTG): TS Marketplace GWR High Waist Collett Coaches Pack 1

Matrix (DTG): TS Marketplace GWR Panelled Toplight 70' Coaches Pack 4

Matrix (DTG): TS Marketplace GWR Toplight Coaches Pack 1

DTG: TS Marketplace Collet Coaches Pack 2

Matrix (DTG): TS Marketplace GWR Panelled Toplight 57' Coaches Pack 3



Quick Drive Category: MB GWR County 4-4-0
Consist Name: GWR County 0937am Leamington-Oxford
Depart: GW Pas1 Leamington Up Plat Dest: 3 Oxford Up Platform

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

09.37 am Leamington-Oxford

Leamington Spa	arr	09.25 am
	dep	09.37 am

Southam Road and Harbury

Fenny Compton

Cropredy

Banbury

King's Sutton

Aynho

Fritwell and Somerton

Heyford

Bletchington

Kidlington

Oxford	arr	10.31 am
--------	-----	----------

'County' 3823 County of Carnarvon

Brake Third	GWR	D47	Leamington-Oxford	Matrix
Composite	GWR	E88	Leamington-Oxford	Matrix
Third	GWR	C31	Leamington-Oxford	Matrix
Brake Third	GWR	D56	Leamington-Oxford	Matrix

The 09.37 am was detached at Leamington from the 07.40 Shrewsbury-Paddington to continue as a local train to Oxford.

Stock used:

Digital Traction: GWR 'County' 4-4-0

Matrix (DTG): TS Marketplace GWR Panelled Toplight 57' Coaches Pack 3

Matrix (DTG): TS Marketplace GWR Toplight Coaches Pack 1



Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 0945am Padd-READING-OXFORD-Worc

Depart: GW Pas2 Reading Down Relief Plat Dest: 2 Oxford Down North Plat

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

09.45 am Paddington – Oxford – Worcester - Wolverhampton

<i>Paddington</i>	<i>dep</i>	<i>09.45 am</i>
Reading	dep	10.35 am
Didcot	dep	10.15 am
Oxford	arr	11.08 am
	dep	11.15 am (to Worcester)
<i>Kingham</i>	<i>dep</i>	<i>11.45 am</i>
<i>Worcester</i>	<i>arr</i>	<i>12.43 pm</i>
<i>Kidderminster</i>	<i>arr</i>	<i>01.25 pm</i>
<i>Stourbridge Jct</i>		
<i>Wolverhampton</i>	<i>arr</i>	<i>02.59 pm</i>
Oxford	dep	11.20 am (to Wolverhampton)
Banbury General	arr	11.49 am
	dep	11.52 am
Leamington Spa	arr	12.16 am
	dep	12.20 am
Warwick	dep	12.25 am
<i>Birmingham Snow Hill</i>	<i>arr</i>	<i>12.50 am</i>

The 'Great Way Round' could be used to describe the journey to Wolverhampton undertaken by the 09.45, which not only took the Oxford route, but added a detour via Worcester, turning a trip to Wolverhampton (via Bicester normally just two and a half hours) into a five hour' trek.

'County' 3823 County of Carnarvon

Brake Composite	GWR	E128	Paddington-Worcester	Matrix
Brake Third	GWR	D56	Paddington-Wolverhampton	Matrix
Third	GWR	C35	Paddington-Wolverhampton	Matrix
Composite	GWR	E98	Paddington-Wolverhampton	Matrix
Brake Third	GWR	D95	Paddington-Wolverhampton	Matrix
Brake Third	GWR	D11	Paddington-Oxford	Matrix
Composite	GWR	E73	Paddington-Oxford	Matrix (JT)
Brake Third	GWR	D11	Paddington-Oxford	Matrix (JT)

Stock used:

Digital Traction: GWR 'County' 4-4-0

DTG: TS Marketplace GWR High Waist Collett Coaches Pack 1 and 2

DTG: TS Marketplace GWR Toplight Coaches Pack 1 and 2

Just Trains: Class 3700 City of Truro



Quick Drive Category: MB GWR County 4-4-0

Consist Name: GWR County 1000am York-BANBURY-READING-Bournemouth West

Depart: GW Pas1 Banbury Up Plat Dest: 2 Reading Up Relief Plat

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

10.00 am York – Bournemouth West (MWF)

Newcastle	dep	08.00 am
York	dep	10.00 am
Banbury General	arr	02.25 pm
	dep	
Oxford	arr	02.53 pm
	dep	03.00 pm
Didcot	through	
Reading	arr	03.39 pm
Basingstoke	arr	04.06 pm
Bournemouth West	arr	06.29 pm

The Newcastle-Bournemouth (Newcastle is where the train started from) was one of the most complex set of workings on the LNER, gathering its coaches from the North of England and the Midlands to Southampton and Bournemouth. Lacking pre-grouping LNER corridor coaches the train is portrayed as an all-Gresley affair, although in the early thirties the train consisted mainly of ex-GCR coaches, with ex-NE and ex-GN added.

'County' 3823 County of Carnarvon

BCK	LNER	143	(Leeds-)Nottingham-Bournemouth W	Matrix
BCK	LNER	143	(Bradford-)Sheffield-Bournemouth W	Matrix
BCK	LNER	143	(Newcastle-)York-Bournemouth West	Matrix
RC	LNER	187	(Newcastle-)York-Bournemouth West	Matrix
BTK	LNER	115	(Newcastle-)York-Basingstoke	Matrix
CK	LNER	130	(Newcastle-)York-Basingstoke	Matrix
BTK	LNER	115	(Newcastle-)York-Basingstoke	Matrix

Stock used:

Digital Traction: GWR 'County' 4-4-0

Matrix (DTG): Gresley Teaks Set 1

Matrix (DTG): Gresley Teaks Set 2

Matrix (SSS): Gresley Teaks Set 5



Quick Drive Category: MB GWR County 4-4-0
GWR County 1030am Weymouth-OXFORD-LAPWORTH-Birmingham
Depart: GW Pas1 Oxford Down Plat Dest: 3 Lapworth Down Plat

Winter 1930/31 weekdays (based on the GWR timetable 1930/31)

10.30 am Weymouth - Birmingham

Weymouth	dep	10.30 am
Yeovil		
Westbury		
Trowbridge		
Swindon	dep	01.30 pm
Oxford	arr	02.15 pm
	dep	02.20 pm
Banbury General	arr	02.47 pm
	dep	02.51 pm
Leamington Spa	arr	03.15 pm
	dep	03.19 pm
Warwick	dep	03.24 pm
Birmingham	arr	03.50 pm

A train for which a *raison d'être* is hard to find, but which connected Weymouth and Birmingham which both happened to be on the Great Western system...

'County' 3823 County of Carnarvon

BTK	GWR	D56	Weymouth-Wolverhampton	Matrix
CK	GWR	E88	Weymouth-Wolverhampton	Matrix
TK	GWR	C31	Weymouth-Wolverhampton	Matrix
BTK	GWR	D47	Weymouth-Wolverhampton	Matrix
BG(nc)	GWR	O33	Swindon-Banbury	DT

Stock used:

Digital Traction: GWR 'County' 4-4-0

Digital Traction: GWR 1930s B Set & Siphon

Matrix (DTG): TS Marketplace GWR Panelled Toplight 57' Coaches Pack 3

Matrix (DTG): TS Marketplace GWR Toplight Coaches Pack 1

