

Some TS2020 Quick Drive Consists for the GWR South-west. Page 2

by Marcus Boon

GWR trains often presented a very mixed appearance, with coaches of different diagrams in the same train. It mattered not whether the actual vehicle used was a toplight, bow-ended, clerestory, etc, what mattered primarily was the type of coach (first, third, or brake). The general assumption would be that a 57' third class corridor coach had eight 3rd, a van/brake third - four 3rd, a composite - four 1st and three 3rd, a brake composite - two 1st and four 3rd.

These Quick Drives try to convey something of the type of trains that could be seen on the GWR during the thirties. They are not exact replicas of specific trains that ran on the GWR on a certain date, but they represent an educated guess, based on available sources and using the many pre-nationalisation coaches available in the sim, of what some GWR trains may have looked like in the mid- to late thirties. They cover mainline expresses from Paddington like the 'Cornish Riviera' and the 'Torbay Express', but also long-distance stopping trains and some of the most impressive trains on the GWR, the 'North & West' expresses. The short-lived 'Torquay Pullman' is also included.

The Consists are on the Quick Drive Menu under the 'MB GWR SouthWest' loco category.

A Consist will only be listed if all the stock is available for it.

The definition files are in Assets\MarcusB\MB GWR SouthWest.

You will need Falmouth Branch Line (RSC), Castle Pack 02 (DTG), GWR Star (Skyhook/DTG), GWR Saint (Victory Works/DTG), GWR King (Dovetail at Amazon), GWR 43xx Pack (Digital Traction), GWR Bulldog Pack (Digital Traction), Mainline Halls Pack (Steam Sounds Supreme) for GWR-liveried Halls, Digital Traction (Caledonian Works) Caledonian Single for pre-grouping ex-CR coaches, UKTS 37543: GWR 5051 150th for GWR-liveried Castles. Needed for Shirtbutton tenders
- installs in CastlePack02 as: Early_GWR, GWR_150, Wartime_GWR

From Matrix (DTG Marketplace): GWR Toplight Coaches Pack 01 & 02, GWR Churchward Panelled Toplight Pack 03 & 04, GWR High Waist Collett Coaches Pack 01, 02 & 03, Collett Coaches Pack 01 & 02.

LMS P1&P2 LMS Late Coach Pack, LMS P3 Coaches Pack 01, 02, 03 & 04.

From Matrix (SSS): GWR Concertinas Set 3, PullmanK-Steel-PW-Set3, PullmanK-Steel-PW-Set4, PullmanK-WoodPW-Set6

GWR Siphons by Mike Rennie from Trainsim.com.

Assets\MikeRennie\MyAddOns

Trainsim.com

Sources used for train compositions:

- 'GWR Programme of Working of Coaches in Through Trains' (covering :
- 'LMS Passenger Train Marshalling notices' (covering Western Division S Division Summer 1939),
- W.S. Becket, Train Formations & Carriage Workings of the Great Weste 1931/32),
- Keith Beck & John Copsey, The Great Western in South Devon (coverin



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0630 pm Paddington Plymouth



6.30 pm Paddington-Plymouth

Exeter St. Davids dep. 10.54 pm
 Newton Abbot arr. 11.30 pm

TS Requirements:
 DTG CastlePack02
 DTG ExeterKingswear
 GordonMack Mt_Colletts_LW
 MatrixTrains MT-Collett-HW-BE
 MatrixTrains MT-Concertina-Set3
 MatrixTrains MT-Toplights-Panel-Set4-GW
 RSC FalmouthBranch

06.30 pm Paddington-Plymouth

The 06.30 pm Paddington was the last service of the day to Plymouth (excepting the overnight sleepers), arriving shortly after midnight. The 6.30 pm to Plymouth ran from Paddington as part of a Bristol service. At Temple Meads a nine-coach diner set for Bristol would be exchanged for a pair of BCK's that had come down from Birkenhead and Glasgow.

| | | | |
|----------------------|--|------|--------------|
| Hall | | O11 | Paddington-P |
| Siphon G | | E128 | Birkenhead-P |
| BCK Collett HW | | E153 | Glasgow-Plym |
| BCK Collett Sunshine | | D43 | Paddington-P |
| BTK (70)Concertina | | E81 | Paddington-P |
| CK (70) Concertina | | C29 | Paddington-P |
| SK (70) Toplight | | D51 | Paddington-P |
| BTK (70)Toplight | | | |

Refs: Becket 67

0920 am Exeter Kingswear



9.20 am Exeter-Kingswear

Exeter St. Davids dep 9.20 am
 Exeter St. Thomas dep 9.23 am
 Exminster dep 9.30 am
 Starcross dep 9.37 am
 Dawlish Warren dep 9.42 am
 Dawlish dep 9.46 am
 Teignmouth dep 9.54 am
 Newton Abbot arr 10.03 am
 Newton Abbot dep 10.12 am
 Torquay arr 10.22 am
 Paignton arr 10.30 am
 Kingswear arr 10.54 am

TS Requirements:
 DT DT_GWR_43xx
 GordonMack WRJL_Coaches
 MatrixTrains MT-Toplights Set1
 MatrixTrains MT-Toplights Set2
 MatrixTrains MT-Toplights-Panel-Set3-GW

09.20 am Exeter-Kingswear

Inspired by a 1930 photograph in 'Great Western Steam in Devon (Bradford Barton) of a four coach stopper at Dawlish, one of the many unsung (and not very well documented) local trains of the GWR.

| | | | |
|---------------|--|-----|--------------|
| 43xx | | C35 | Exeter-Kings |
| TK Toplight | | D47 | Exeter-Kings |
| BTK Toplight | | E98 | Exeter-Kings |
| CK Toplight | | C8 | Exeter-Kings |
| TK Clerestory | | | |

Refs: Becket 13

1010 pm Paddington Penzance postal



10.10 pm Paddington-Penzance (postal)

Exeter St. Davids dep 2.46 am
 Newton Abbot arr 3.26 am
 Newton Abbot dep 3.37 am

TS Requirements:
 DTG CastlePack02
 DTG ExeterKingswear
 MatrixTrains MT-Collett-HW-BE-Set2
 MikeRennie MyAddOns
 VictoryWorks GWRSaint

10.10 pm Paddington-Penzance (postal)

A nighttime run with the West of England Postal along the sea wall between Exeter and Newton Abbot. Historically, the West of England Postal had mail coaches with collection equipment on the left hand side or on the right hand side (and sometimes both), as the train could not be turned at Penzance. The Siphons carried the mail that had already been sorted in London, with vehicles dropped at Taunton, Exeter, and Plymouth. With only one type of GWR mail coach available (L21) the train is a compromise.

| | | | |
|-------------|--|-----|--------------|
| Castle | | O33 | Paddington-P |
| Siphon G | | L21 | Paddington-P |
| TPO Collett | | L21 | Paddington-P |
| TPO Collett | | L21 | Paddington-P |
| TPO Collett | | L21 | Paddington-P |
| TPO Collett | | L21 | Paddington-P |
| TPO Collett | | L25 | Paddington-P |

TPO Collett K40 Paddington-P
Siphon G 011 Paddington-P

Refs: Becket 70, GWR 1938-9 11

10.12 am Bradford Kingswear Devonian



10.12 am Bradford-Kingswear 'Devonian'

Exeter St. Davids dep 5.48 pm
Newton Abbot arr 6.38 pm
Torquay arr 7.01 pm
Paignton arr 7.10 pm
Kingswear arr 7.33 pm

TS Requirements:
DTG CastlePack02
GordonMack Mt_Colletts_LW
GordonMack Mt_Colletts_LW-Set2
MatrixTrains MT-Collett-HW-BE
MatrixTrains MT-Concertina-Set3
MatrixTrains MT-LMS-P1-P2-LATE
MatrixTrains MT-Toplights-Panel-Set4-GW
MatrixTrains Mt-P3-Set3
MatrixTrains Mt-P3-Set4

10.12 am Bradford-Kingswear 'Devonian'

The 'Torbay Express' and the 'Devonian' were the two premier services to Torbay. During the thirties the southbound 'Devonian' appeared in many guises, this is how the train may well have appeared during the late thirties. Some years the southbound 'Devonian' had two coaches added at Bristol, this is represented here, otherwise it was the same set that had worked the northbound train (9.05 am Kingswear) the previous day. The LMS considered the 'Devonian' important enough to roster the only three-coach LMS restaurant set to operate to Devon.

| | | | |
|----------------------|--|------|--------------|
| Castle | | | |
| BTK(70)Toplight | | D51 | Bristol-King |
| CK(70) Concertina | | E81 | Bristol-King |
| BTK Collett Sunshine | | D124 | Bradford-Kin |
| CK Collett Sunshine | | E154 | Bradford-Kin |
| FO LMS P3 | | 1902 | Bradford-Kin |
| K LMS P3 | | 1912 | Bradford-Kin |
| TO LMS P2 | | 1807 | Bradford-Kin |
| TK Collett HW | | C54 | Bradford-Kin |
| BTK Collett HW | | D94 | Bradford-Kin |

Refs: LMS Midland 1939 13, GWR 1938-9 43, Becket 113, GW in S Devon

11.00 am Paddington-Paignton 'Torquay Pullman'



11.00 am (MFO) Paddington-Paignton 'To

Exeter St. Davids through 1.55pm
Newton Abbot arr. 2.20 pm
Newton Abbot dep. 2.25 pm
Torquay arr. 2.40 pm
Paignton arr. 2.50 pm

TS Requirements:
RSC KingPack01
MatrixTrains MT-PullmanK-Steel-PW-Set4 =SS!
MatrixTrains MT-PullmanK-WoodPW-Set4 =SS!
MatrixTrains MT-PullmanK-Steel-PW-Set3 =SS!

11.00 am (MFO) Paddington-Paignton 'Torquay Pullman'

In July 1929 the GWR and the Pullman Company introduced the 'Torquay Pullman' from Paddington to Paignton, running on Mondays and Fridays. Due to lack of patronage the service lasted only a year and was withdrawn at the end of the 1930 summer timetable. Except for the brake parlours (which in reality were 1921 12-wheelers) the train is formed of 'K' coaches as was historically the case, although purists may note that in 1929 the fascia boards above the windows were still (just) Ivory white...

| | | | |
|---------------|-------------|--------|--------------|
| King | | | |
| Brake Parlour | K all-steel | 77 | Paddington-P |
| Third Kitchen | K | 59 | Paddington-P |
| Third Parlour | K | 34 | Paddington-P |
| First Parlour | K all-steel | Eunice | Paddington-P |
| First Kitchen | K all-steel | Ione | Paddington-P |
| Third Parlour | K | 35 | Paddington-P |
| Third Kitchen | K | 61 | Paddington-P |
| Brake Parlour | K all-steel | 80 | Paddington-P |

11.10 am Penzance Paddington



11.10 am Penzance-Paddington

Newton Abbot dep 2.48 pm Exeter St. Davids

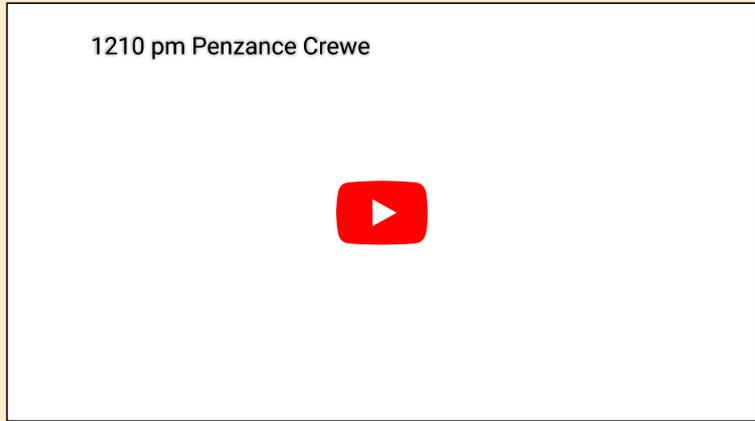
TS Requirements:
DTG CastlePack02
GordonMack MT-Gresley_Teaks_Set2
GordonMack Mt_Colletts_LW-Set2
MatrixTrains MT-Collett-HW-BE
MatrixTrains MT-Concertina-Set3
MatrixTrains MT-Toplights-Panel-Set4-GW

11.10 am Penzance-Paddington

GWR 70 footers were extensively used on the West of England mainline, and the 11.20 am from Penzance was no exception, apart from the coach from Newquay and the LNER through coach from Penzance to Edinburgh. With no Churchward 70' restaurant car available today a Collett RC has to be substituted.

Refs: Becket 13

| | | | | |
|----------|----------|--------------|--------------|--------------|
| Castle | | | | |
| BTK (70) | Toplight | D51 | Kingswear-Pa | |
| CK (70) | Toplight | E93 | Kingswear-Pa | |
| BTK (70) | Toplight | D51 | Kingswear-Pa | |
| BCK | Collett | High-waisted | E128 | Newquay-Padd |
| BTK (70) | | Concertina | D43 | Penzance-Pad |
| RC (70) | | Sunshine | H57 | Penzance-Pad |
| CK (70) | | Concertina | E79 | Penzance-Pad |
| TK (70) | | Concertina | C27 | Penzance-Pad |
| BTK (70) | | Concertina | D43 | Penzance-Pad |
| BCK | LNER | | 143 | Penzance-Edi |



12.10 pm Penzance-Crewe

Arriving at Crewe just before midnight, the heavy 12.10 from Penzance brought through coaches from the West for the overnight trains to Scotland and the North.

Refs: Becket 108, GWR 1938-9 48

12.10 pm Penzance-Crewe

Newton Abbot dep 4.48 pm Exeter St. Davids

TS Requirements:
 DTG ExeterKingswear
 GordonMack LMS_P3_Set1
 GordonMack Mt_Colletts_LW
 MatrixTrains MT-Collett-HW-BE
 MatrixTrains MT-Collett-HW-BE-Set2
 MatrixTrains MT-Concertina-Set3
 MatrixTrains MT-LMS-P1-P2-LATE
 VictoryWorks GWRSaint

| | | | | |
|---------|------------|----------|--------------|--------------|
| Castle | | | | |
| TPO | Collett | L21 | Plymouth-Bri | |
| TK (70) | Concertina | C27 | Plymouth-Bri | |
| BCK | Collett | HW | E128 | Penzance-Liv |
| Siphon | G | | O11 | Penzance-Liv |
| BG | LMS | P1 | 1778 | Penzance-Man |
| CK | LMS | P3 | 1925 | Penzance-Man |
| BTK | LMS | P3 | 1905 | Penzance-Man |
| BCK | Collett | Sunshine | E153 | Penzance-Gla |
| Siphon | G | | O33 | Penzance-Lee |
| BG | Collett | | K40 | Penzance-She |



1.30 pm (SO) Paddington-Kingswear

One of the summer Saturdays-only extra's to the West Country, formed of whatever stock was available, so that even an old Dean clerestory would find employment.

Refs: GWR 1938-9 5

1.30 pm (SO) Paddington-Kingswear

Exeter St. Davids dep. 5.10 pm
 Newton Abbot arr. 5.50 pm
 Newton Abbot dep. 5.55 pm
 Torquay arr. 6.07 pm
 Paignton arr. 6.17 pm
 Kingswear arr. 6.35 pm

TS Requirements:
 GordonMack Mt_Colletts_LW-Set2
 GordonMack WRJL_Coaches
 MatrixTrains MT-Collett-HW-BE
 MatrixTrains MT-Concertina-Set3
 MatrixTrains MT-Toplights Set1
 MatrixTrains MT-Toplights-Panel-Set3-GW
 MatrixTrains MT-Toplights-Panel-Set4-GW
 VictoryWorks GWRSaint

| | | | |
|----------|------------|-----|--------------|
| Saint | | | |
| TK | Toplight | C31 | Paddington-K |
| TK | Clerestory | C8 | Paddington-K |
| CK (70) | Toplight | E93 | Paddington-K |
| BTK (70) | Concertina | D43 | Paddington-K |
| RC | Sunshine | H57 | Paddington-P |
| TK | Toplight | C35 | Paddington-P |
| TK | HW | C54 | Paddington-P |
| BCK | Toplight | E95 | Paddington-P |



0130 pm Penzance Paddington



1.30 pm Penzance-Paddington

Newton Abbot dep. 5.05 pm
Exeter St. Davids arr. 5.33 pm

TS Requirements:
DTG CastlePack02
DTG ExeterKingswear
GordonMack Mt_Colletts_LW-Set2
MatrixTrains MT-Collett-HW-BE-Set2
MatrixTrains MT-Concertina-Set3
MatrixTrains MT-Toplights Set2
MatrixTrains MT-Toplights-Panel-Set4-GW
MikeRennie MyAddOns
RSC FalmouthBranch

1.30 pm Penzance-Paddington

The last train of the day from Penzance, arriving in London at 9.00 pm, giving passengers time to get home. The Underground ceased running soon after 10.00 pm.... The Kingsbridge vans attached at Brent probably conveyed rabbits for the Midlands.

Refs: GWR 1938-9 18

| | | | |
|--------------------|--|-----|--------------|
| Hall | | 011 | Penzance-Lee |
| Siphon G | | K22 | Kingsbridge- |
| BG | | 033 | Kingsbridge- |
| Siphon G | | K40 | Penzance-Bir |
| BG | | D43 | Penzance-Pad |
| BTK (70)Concertina | | E93 | Penzance-Pad |
| CK (70) Toplight | | D51 | Penzance-Pad |
| BTK (70)Toplight | | H57 | Plymouth-Pad |
| RC Sunshine | | D51 | Paignton-Pad |
| BTK (70)Toplight | | E79 | Paignton-Pad |
| CK (70) Concertina | | | |



0220 pm SO Paignton Leeds doubleheaded Bulldog + 43xx



2.20 pm (SO) Paignton-Leeds doublehead

Paignton dep 2.20 pm
Newton Abbot arr. 2.48 pm
Newton Abbot dep. 2.55 pm
Exeter St. Davids arr. 3.21 pm

TS Requirements:
DT DT_CR 123
DT DT_GWR_43xx
DT DT_GWR_Bulldog
GordonMack LMS_P3_Set2
MatrixTrains MT-LMS-P1-P2-LATE

2.20 pm (SO) Paignton-Leeds

The 2.20 pm to Leeds was one of the many summer Saturday extra's that linked Torbay with the industrial cities of the North. Consisting of 12 LMS coaches (mostly older types, with a few pre-grouping coaches thrown in) that had come down from Bradford early on Saturday morning and doubleheaded by whatever engines the GWR could spare.

Refs: LMS Midland 1939 21

| | | | |
|-----------------|-----|----|-------------------|
| 'Bulldog'+ 43xx | | | |
| BTK | LMS | P1 | 1695 Paignton-Lee |
| TO | LMS | P1 | 1692 Paignton-Lee |
| TK | LMS | CR | 124 Paignton-Lee |
| TO | LMS | P1 | 1692 Paignton-Lee |
| CK | LMS | P1 | 1694 Paignton-Lee |
| CK | LMS | CR | 1128 Paignton-Lee |
| TK | LMS | P3 | 1899 Paignton-Lee |
| TO | LMS | P1 | 1692 Paignton-Lee |
| BTK | LMS | P2 | 1730 Paignton-Lee |
| TO | LMS | P2 | 1807 Paignton-Lee |
| CK | LMS | P1 | 1694 Paignton-Lee |
| BTK | LMS | P1 | 1695 Paignton-Lee |



02.20 pm (SO) Paignton-Leeds doubleheaded Hall + Saint



2.20 pm (SO) Paignton-Leeds doublehead

Paignton dep 2.20 pm
Newton Abbot arr. 2.48 pm
Newton Abbot dep. 2.55 pm
Exeter St. Davids arr. 3.21 pm

TS Requirements:
DT DT_CR 123
DTG CastlePack02
GordonMack LMS_P3_Set2
MatrixTrains MT-LMS-P1-P2-LATE
RSC FalmouthBranch
Victoryworks GWRSaint

2.20 pm (SO) Paignton-Leeds

The 2.20 pm to Leeds was one of the many summer Saturday extra's that linked Torbay with the industrial cities of the North. Consisting of 12 LMS coaches (mostly older types, with a few pre-grouping coaches

| | | | |
|--------------|-----|----|-------------------|
| Hall + Saint | | | |
| BTK | LMS | P1 | 1695 Paignton-Lee |
| TO | LMS | P1 | 1692 Paignton-Lee |

thrown in) that had come down from Bradford early on Saturday morning and doubleheaded by whatever engines the GWR could spare.

| | | | | |
|-----|-----|----|------|--------------|
| TK | LMS | CR | 124 | Paignton-Lee |
| TO | LMS | P1 | 1692 | Paignton-Lee |
| CK | LMS | P1 | 1694 | Paignton-Lee |
| CK | LMS | CR | 1128 | Paignton-Lee |
| TK | LMS | P3 | 1899 | Paignton-Lee |
| TO | LMS | P1 | 1692 | Paignton-Lee |
| BTK | LMS | P2 | 1730 | Paignton-Lee |
| TO | LMS | P2 | 1807 | Paignton-Lee |
| CK | LMS | P1 | 1694 | Paignton-Lee |
| BTK | LMS | P1 | 1695 | Paignton-Lee |

Refs: LMS Midland 1939 21

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