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MARLEYMAN

## FIRST GREAT WESTERN 'NIGHT RIVIERA' SLEEPER COACH RE-SKINS



The Night Riviera Collection | Marleyman

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## Train Simulator 2012 & Railworks 2

### FIRST GREAT WESTERN 'NIGHT RIVIERA' SLEEPER COACH RE-SKINS By

*Marleyman*



*57603 Tintagel Castle pulling the Sleeper Coaches*

### Rolling stock

Mk3 Sleeper Coach in First Great Western Green and Gold Livery

To use the models with Railworks 2/Train Simulator 2012 you will have to read the manual and follow these instructions in order to see the re-skins in the game.

This download requires the Class 67 Add on pack by Railsimulator.com available from Steam.

I do not accept responsibility for any damage to your installation or your PC.

## How to Install

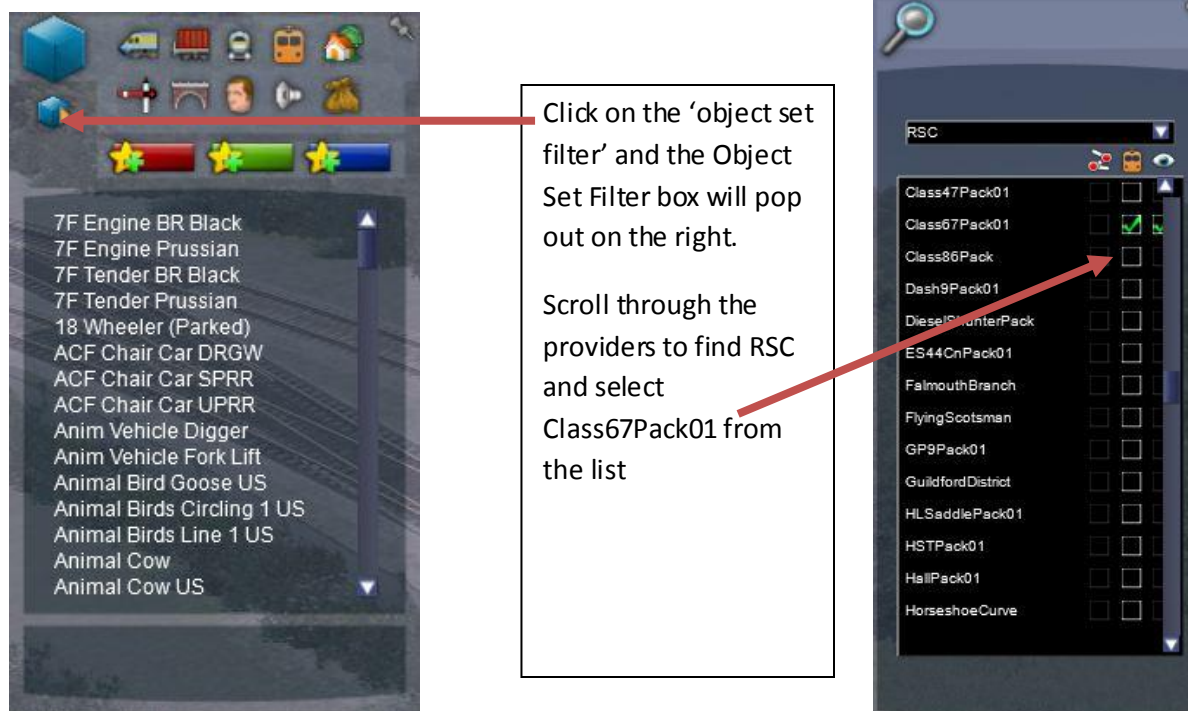
Unzip the file using an appropriate program. I prefer 7zip, it is free and opens many archived folders. (<http://www.7-zip.org/>)

1. Install using RW Package manager
  2. Go to the asset folder of your Railworks/Train Simulator 2012 installation:-  
Steam\steamapps\common\railworks\Assets\RSC\Class67Pack01\RailVehicles\Passenger\MK3SLEP\Cal\Coach and **copy the file named; mk3\_sleeper.GeoPcDx**
  3. Go to the asset folder for the FGW Green reskins:-  
Steam\steamapps\common\railworks\Assets\RSC\Class67Pack01\RailVehicles\Passenger\MK3SLEP\FGW Green\Coach
- Paste the file you just copied mk3\_sleeper.GeoPcDx to the above folder.** This file is the actual 'Shape File' for the model and cannot be redistributed; you must own the RSC Class 67 Add on pack to obtain this shape file.
4. Go to Steam\steamapps\common\railworks\Assets\RSC\Class67Pack01 and **delete Blueprints.pak file**, do NOT Worry this will not affect the game.

## Using 'The FGW Sleeper Coaches in your Scenario

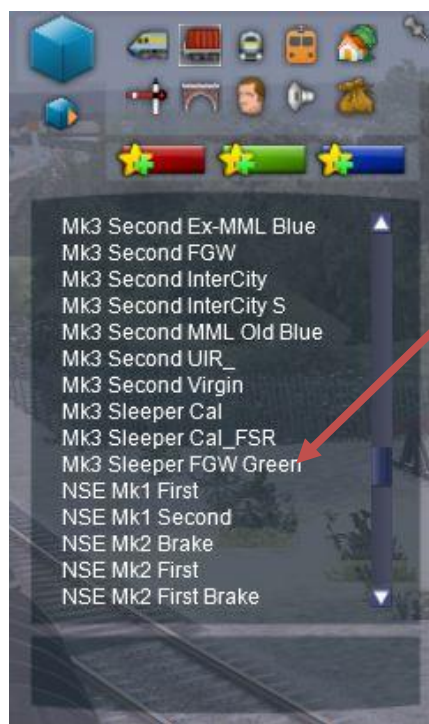
I have not changed the Number Textures for the Class 57 so when you place one of the Night Riviera Re-skins in your scenario the Dynamic Number will show. To prevent the player from seeing this number, please follow the guide here to mask the number from the re-skin; Open your RailworksTS2012 Scenario Editor as usual.

### Open the Browser List.





Go back to the Browser List and you will now see the 'MK3 Sleeper FGW Green' Night Riviera Sleeper Cars available to place in your scenario.



Select one and place the coach, it will look like this;



If you make scenarios using these coaches or any other re-skin by Marleyman then please consider letting Marleyman host the scenario for free, Thanks.

## History of the Night Riviera

## Rolling stock

The Night Riviera is a sleeper train service operated by First Great Western. It is one of only two remaining sleeper services on the railway in Great Britain (the other being the Caledonian Sleeper). It runs two trains per night, six days a week (Sun-Fri) between London Paddington and Penzance, with one train departing in each direction.

The service is usually hauled by one of four dedicated Class 57 locomotives. These were rebuilt and re-engined Class 47 locomotives in 2004. They follow the tradition of Great Western Railway 4073 Class steam locomotives that once worked the route by carrying the names of castles in Devon and Cornwall:

57602 Restormel Castle (near Lostwithiel)

57603 Tintagel Castle (in north Cornwall)

57604 Pendennis Castle (near Falmouth)

57605 Totnes Castle (which overlooks Totnes station)

57604 'Pendennis Castle Special. The repaint into GWR green was to mark the 175th anniversary of the Great Western Railway. (20-06-2010) and that repaint is included in this pack.

The fleet of 4, FGW class 57/6 production locos came into service in 2004 in the livery seen; they were all named after castles in south-west England. However, in 2008, they were re-liveried in FGW blue. I may add those to the pack later.

## History

The first sleeping car train on the Great Western Railway was introduced at the end of 1877 for a service from London Paddington station to Plymouth. This was provided with a broad gauge coaches with two dormitories, one with seven Gentlemen's berths and the other with four Ladies' berths. These were replaced in 1881 by new coaches with six individual compartments.

An additional service was soon added from London too, which eventually became known as the Night Riviera. For example, in 1920 the two trains left London, one at 22:00 for Penzance, the other at midnight for Plymouth; by 1947 they had been brought forward to 21:50 and 23:50. Under British Railways, sleeping cars were limited to just the Penzance service.

On 6 July 1978 the up train left Penzance at 21:30 but never reached London. Approaching early the next morning the emergency brake was activated and it came to a stand short of the station with one of the coaches on fire. This had been caused by dirty linen that had been placed near a heater. Twelve people died and thirteen people were injured. At this time the down train left London at 00:05.

On July 11<sup>th</sup> the London – Penzance sleeper service was re-launched with its new 'Night Riviera' name which was designed to complement the long-established daytime Cornish Riviera. New Mark 3 air-conditioned sleeping cars were introduced on this service which incorporated many new safety features that had been lacking in the Mark 1 cars that had caught fire at Taunton a few years before. These were the first on the route to feature controlled emission toilets and so discharge facilities had to be provided at Penzance TMD and Laira TMD in Plymouth where the coaches were serviced, although for the time being the coaches were taken from Paddington to the Willesden TMD for discharging as Old Oak Common was not initially fitted with such equipment.

A new pricing scheme was also introduced. Instead of paying a sleeping berth supplement on top of the fare for the journey, all inclusive fares were introduced that were set at competitive rates. The seating coaches that formed part of the train were mainly Mark 2 coaches. The train by now was again leaving London at midnight, actually shown in the timetables as 23:59.

## The recently replaced green-and-white livery

Motive power continued to be provided by a class 47 locomotive. Privatisation saw the service become part of the Great Western Trains franchise and the trains received their green livery. The business was later sold on to become First Great Western. For a while Motorail coaches were conveyed on certain days, but there proved to be insufficient traffic and so this was withdrawn in 2005. Following the franchise being relet – and retained by First Great Western – the service was revised in December 2006.

The coach that used to be detached at Plymouth was withdrawn as it typically only carried four passengers; the train still calls but passengers need to alight straight away rather than stay in their berths until ready to leave. At the same time, the 'call at' was withdrawn so that the train could use a variety of routes depending on overnight engineering needs. The old locomotives were retired and replaced in 2004 by re-engined class 47s, now known as class 57.

The train was refurbished in 2008 and repainted into First Group blue livery and the seated coaches are now modern Mark 3 vehicles fitted with redundant first class seats recovered from Inter City 125 trains.

## Current operations

### Route

Limited or asymmetric service The westbound service operates with headcode 1C99; the reverse as 1A40.

Unlike the Caledonian Sleeper, the only other current UK sleeper service, the Night Riviera operates along a single route. From London Paddington, the train stops first at Reading then has a long run without advertised stops to Taunton. This allows it to use a variety of different routes depending on engineering work or other blockages each night:

From Reading along the direct line through Westbury.

From Reading along the Great Western Main Line and South Wales Main Line to Bristol and then down to Taunton.

From Reading along the Great Western Railway to then through to rejoin the usual route at Fairwood Junction.

Diverging at Heywood Road Junction, Westbury, to travel through Trowbridge to Bristol and then down to Taunton.

In exceptional circumstances it can be diverted between Castle Cary and Exeter St Davids via Yeovil Pen Mill, Yeovil Junction and Honiton. This means it cannot call at Taunton and has to reverse at Exeter.

It then continues to Exeter St Davids, Newton Abbot and Plymouth. The train then crosses into Cornwall and calls at Liskeard then most stations down the Cornish Main Line to the terminus at Penzance. The 2009 timetable serves Totnes, Lostwithiel and Hayle in one direction only with no service stops at Par or Taunton for the eastbound train on Sunday night/Monday morning.

Sleeper passengers have the use of waiting facilities at Paddington that are usually reserved for First Class passengers.

All coaches, both sleeping and seated "day" coaches, are air-conditioned standard class Mark 3s.

Passengers pay standard fares with a supplementary charge for a sleeping berth (a single berth is more expensive per person than twin bunk berths).

v1.0

Initial Release

Known Issues

None

Credits

Original paint and model by RSC (<http://www.railsimulator.com/>)

Revised body work paint by Marleyman

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