

A1 Versus A1

(A scenario by Marleyman)

www.railworks.marleyman.co.uk



Jaguar XK120

&

Vincent Black Shadow



V

A1 Peppercorn



This scenario was created to tell the story;

Message 1

Scenario Start

The A1 Versus A1 was a three way race between a Jaguar XK120 car, a Vincent Black Shadow motorbike, and Railway Locomotive 60163 *Tornado* – a brand new mainline steam engine completed in Britain in 2008. The race saw the car, bike and locomotive, race from London, England, to Edinburgh, Scotland, a journey of around 400 miles (640 km). Eighteen months in the planning, the race was filmed in secret on 25 April 2009, to be shown on 21 June 2009 on the UK's top rated motoring programme, Top Gear.

Message 2

York 11 HST Stop NB

During the Actual Race on 25 April 2009 the A1 Peppercorn Stopped here at this Platform to take on water. As there were no traditional water towers or water troughs on the track, the water was delivered from a bowser. Given the headcode 1Z63, *Tornado* was booked to complete the 390.2-mile (628.0 km) journey in 8 hours 2 minutes, without any passenger stops in stations but with four water stops en route at Grantham, York, Newcastle upon Tyne (Tyne Yard) and Berwick, totalling 95 minutes booked stoppage time. The crew changed over at York; and at the water stop at Tyne Yard *Tornado* also took on more coal.

Message 3

+1min York 11 HST Stop NB

Tornado's maximum speed limit for this Scenario of 75 miles per hour (121 km/h) has been set as a condition of its current main line certification (although the A1 Trust was planning to have *Tornado* certified to a higher speed over time). The 'Flyers' of the 1950s would have gone on to speeds of 90 miles per hour (140 km/h) and beyond. You must restrict the *Tornado* to its approved 75 miles per hour (121 km/h) main line top speed, where the line is not otherwise restricted by temporary or permanent speed restrictions.

Message 3a

No public trains were re-scheduled to create a special path for the *Tornado*, however, the schedule was crafted to avoid where possible being delayed by public trains. Also, the train was, where necessary, given priority over normal train services. This was achieved by having a National Express executive on board, communicating by mobile phone and radio with signal boxes and train control centres. So make sure you do the same if you see any Red Lights and ask for Permission to Pass them at Danger.

Message 4

The A1 v's the A1; with James May in a Vintage Jaguar and Richard Hammond on a Classic Motorbike, racing Jeremy Clarkson on this train, but with the car and bike only allowed to use A roads.

Although *Tornado* is a brand new locomotive completed in 2008, her design was based on the original 1940s designs used for the LNER Peppercorn Class A1 locomotives. During this Scenario we will update you with the facts and Figures of this Historic Run.

Message 5

The race was billed as A1 versus A1, the LNER Peppercorn Class A1 design *Tornado* against the car and bike allowed to use only the A1 road, otherwise known as the historic Great North Road, which runs from London to Edinburgh and is the longest single-numbered road in the United Kingdom. The rail route taken by *Tornado*, on the East Coast Main Line is 390.2 miles (628.0 km) long. The A1 road by comparison is 413 miles (665 km) long, albeit from St Paul's Cathedral and not King's Cross, to the centre of Edinburgh, at the East end of Princes Street near Waverley Station.

Message 6

Tornado's load consisted of 10 coaches, with the A1 Trust's Maroon support coach behind the locomotive followed by 9 dining cars of the Riviera Trains *Royal Scot* liveried rake in Carmine and Cream Colours. The carriage load weighed in at 358 tons tare, 375 gross. Due to the run being the first 'in one go' trip for a steam locomotive from London to Edinburgh for 41 years, there were many railway enthusiasts on the train, fulfilling a lifetime's ambition

Message 7

Record Breaker! *Tornado* was able to break a number of records for Preserved Steam Locomotive operation in Britain, including the first 'Non-Stop' all-steam-hauled passenger train from London King's Cross to Edinburgh Waverley in 41 years and a first for the steam preservation era, the run having last been achieved by *Tornado's* fellow LNER Pacific type locomotive and national icon, No. 4472 *Flying Scotsman*, on 1 May 1968, with steam on British Railways having officially ended on 11 August 1968.

Message 8

The post-war late 1940s were an era of resurgence for the railways, driven by the newly nationalised entity British Railways, who attempted to regain some of the prestige of the pre-war competition between the private railway companies. Part of this was the creation of a non-stop passenger express train from London King's Cross to Edinburgh Waverley, timetabled at 6 hours 30 minutes. Launched in 1949 it was known as *The Elizabethan*, after the coronation of Queen Elizabeth II on 2 June 1953. The Peppercorn A1 class was never used on the original *Elizabethan* due to the lack of a corridor-type tender for crew changes on the move. The original trains were exclusively operated by the streamlined LNER A4 class.

Message 9

Record Breaker! Due to the special arrangements made with National Express, and due to the modern features of *Tornado's* design, the run having been able to maintain 75 miles per hour (121 km/h) for long distances during the race. The 5 minute 57 second time to travel from King's Cross to Finsbury Park was a speed record for Preservation and comparable to 1950s non-stop trains.

Message 10

Record Breaker! Due to her increased tender capacity, the initial run from King's Cross to Grantham was believed to be the longest preservation era non-stop run. *Tornado* was also recorded as taking just 27 seconds longer to reach Potters Bar than LNER A4 class No. 60011 hauling a *Coronation*, which was hauling 50 tons less on the day.

Message 11

Record Breaker! By Colton Junction, *Tornado* had reduced the lag to 2 minutes, but due to a series of signals at the yellow warning aspect, on arrival at the York water stop, *Tornado* was again 5 minutes behind schedule. A quick stop meant that she left York on time, having been serviced by a road tanker. The time taken from London to reach Peterborough, Grantham and York were all preservation era records.

Message 12

Tornado was forced to slow down for a stopping train ahead of her, as she approached Waverley. Also, during the latter part of the race approaching the Berwick stop, *Tornado's* speed had to be temporarily reduced to 50 miles per hour (80 km/h) due to one of the steam injectors (which is a device which uses the boiler's own steam to transfer water from the tender into the boiler, overcoming the high pressure within the boiler) failing to operate for 10 minutes, risking the boiler running dry which would have necessitated dropping the fire to prevent major damage.

Message 13

With her arrival at Waverley after exactly 8 hours, *Tornado's* actual running time when subtracting the 96 minutes taken for water stops, was just inside that of the original *Elizabethan* runs of 6 hours 30 minutes

Message 14

Tornado arrived 1 minute ahead of schedule at Waverley at 3.26pm, having taken a total of 8 hours exactly.

Message 15

The XK120 and Black Shadow were the fastest car and bike in the world in 1949. Although *Tornado* is a brand new locomotive completed in 2008, her design was based on the original 1940s designs used for the LNER Peppercorn Class A1 locomotives, with appropriate modern day changes for engineering, safety, operational and manufacturing cost reasons.

Message 16

In the month following the race the A1 Trust received two engineering awards: the Sir Henry Royce Foundation Memorial Award, which honours achievement and excellence in engineering, formerly awarded to the likes of Ford, Rolls-Royce, Thrust cars and the Frank Williams Renault racing team; and the IMechE Engineering Heritage Award, setup in 1984 to celebrate unique excellence in Mechanical Engineering.

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Saturday 25 April 2009

LNER A1 Class 4-6-2 no 60163 Tornado

TIMES

Steam hauled: Kings Cross-Edinburgh

Load: 10 coaches

1Z63 Schedule

0.0	London Kings Cross	07.25	60163
2.5	Finsbury Park	07.30	
12.7	Potters Bar	07.44	
27.6	Stevenage	07.58	
44.1	Sandy	08.13	
58.9	Huntingdon	08.25	
69.3	Holme LC	08.34	
76.4	Peterborough	08.40	
84.6	Tallington	08.47	
105.5	Grantham arrive	09.07	water
105.5	depart	09.20	
120.1	Newark	09.32	
138.6	Retford	09.48	
155.9	Doncaster	10.05	
169.4	Temple Hirst Jc	10.17	
182.8	Colton Jc	10.28	
188.5	York arrive	10.33	water

188.5	depart	11.08	
198.0	Tollerton	11.19	
210.7	Thirsk	11.30	
218.4	Northallerton	11.37	
232.6	Darlington	11.49	
244.5	Ferryhill S Jc	12.00	
254.6	Durham	12.08	
264.6	Tyne Yard arrive	12.25	water
264.6	depart	12.59	
268.7	Newcastle	13.09	
270.2	Heaton S Jc	13.14	
285.3	Morpeth	13.27	
303.6	Alnmouth	13.42	
320.2	Belford	13.56	
335.7	Berwick	14.09	
335.9	Berwick DGL	a 14.12	water
335.9		d 14.25	
349.3	Grantshouse	14.43	
361.2	Dunbar	14.54	
372.5	Drem	15.05	
384.4	Monktonhall Jc	15.17	
390.2	Edinburgh Waverley	a 15.27	

Requirements

Payware (Non Supplied):

Just Trains Voyager

Just Trains A1

Just Trains Newcastle to York (Modern)

Armstrong Powerhouse AP7-8 stock pack (free)

Rolling Stock

JustTrains\HST\railvehicles\diesel\hst\nxec\mk3tfo\mk3tfo_nxec.bin

JustTrains\HST\railvehicles\diesel\hst\nxec\mk3trfb\mk3trfb_nxec.bin

JustTrains\HST\railvehicles\diesel\hst\nxec\mk3tso\mk3tso_nxec.bin

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Kuju\RailSimulator\railvehicles\diesel\hst\grand_central\mk3tso\mk3tso_c.bin

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