

RAILWORKS 2 TS 2012
The Kestrel & The Deltic-Head to Head; Scenario for Newcastle to York
Class HS 4000 Kestrel
Drive a Class 56 HS4000 Kestrel on a tight schedule from York to Newcastle
By

Marleyman



The Kestrel crossing the Viaduct at dawn.

HS4000 'KESTREL' The world's most powerful Sulzer Engine Diesel locomotive Laid down at the Loughborough works of Brush Traction in 1966 (Brush Works # 711 of 1967) and completed in late 1967 HS4000 'Kestrel' was a private venture, designed and built by Brush Electrical Engineering Co Ltd, Loughborough in conjunction with Sulzer Bros Ltd.

From Derby 'Kestrel' visited Marylebone on January 29, 1968 for the official handing over ceremony. Initial trials were on the WCML with Shap being used as a test of the locomotive's capabilities. This included taking twenty four coaches (660 tons) over Shap, 46 mph being noted at the summit. *A scenario that I will release soon.*

In May/June 1969 Loughborough fitted Class 47 bogies to 'Kestrel' to bring its overall weight down and allow its use on higher speed passenger workings. Commencing October, trips between Kings Cross and Newcastle had begun. On July 30th it worked a late morning test train of six coaches from Doncaster to Peterborough and return. Shirebrook crews with a Doncaster pilot manned the locomotive, reaching Doncaster via Tuxford West curve. On October 18th HS4000 and six coaches were noted on a special at Kings Cross. Regular diagrammed working commenced on October 25th with the 1N08 09.00 Kings Cross - Newcastle and return 1A30. By the 27th it had shifted to the 1N06 07.55 Kings Cross - Newcastle and 1A32 return. On November 10th 1969 HS4000 worked the 16.20 Kings Cross - York stopping service. The train loaded to 334.5 tons with a 7.5 minute late departure. This lost time had been recovered by Huntingdon. In climbing Stoke Bank 99mph was recorded at Little Bytham,

here power was eased leading to Corby Glen being passed at 93mph. With full power reapplied Stoke signal box was passed at 95mph.

Its continued stay on BR was brief; the locomotive was sold to the USSR railways. After attention at Crewe Works, it was removed to Cardiff Docks and shipped to Leningrad on July 8th 1971. In this scenario you have to change history and prove that the Kestrel is just as good, if not better than the Deltics in the Express Passenger role. Run the Kestrel from York to Newcastle on a very strict timetable. Meanwhile 1S55, a Deltic Express Passenger train will run from Newcastle to York, you have to match the time of the Deltic and get to Newcastle for 07:42 am.

Rolling Stock Used in this Route:-

Minimum Requirments;

Railworks 2 or Train Simulator 2012

IHH Kestrel

IHH Class 20

IHH Class 50

RSC Class 101

RSC Class 37 Pack

Digital Traction MK1 Coaches

Digital Traction Wagon Pack

KBS Wagon Pack

Full List.

DT\DT_MK1_coaches\default\dt_mk1_bck_body\dt_mk1_bck.bin

DT\DT_MK1_coaches\default\dt_mk1_bfk_body\dt_mk1_bfk.bin

DT\DT_MK1_coaches\default\dt_mk1_tso_body\dt_mk1_tso.bin

DT\DT_MK1_coaches\maroon\dt_mk1_bck_body\dt_mk1_bck.bin

DT\DT_MK1_coaches\maroon\dt_mk1_bfk_body\dt_mk1_bfk.bin

DT\DT_MK1_coaches\maroon_cw\dt_mk1_ck_body\dt_mk1_ck.bin

DT\DT_Wagon_pack1\dt_bolsterc\default\dt_bolsterc.bin

DT\DT_Wagon_pack1\dt_bolsterc\girders\dt_bolsterc.bin

DT\DT_Wagon_pack1\dt_bolsterc\pipes\dt_bolsterc.bin

IHH\Class 20\hea\default\wagon\hea.bin

IHH\Class 20\source.bin

IHH\Class_50\railvehicles\diesel\class_50\default\engine\class_50_blue.bin

IHH\Kestrel\railvehicles\diesel\kestrel\default\engine\kestrel.bin

Kuju\RailSimulator\railvehicles\diesel\class37\br blue\engine\class37.bin Default Stock

Kuju\RailSimulator\railvehicles\diesel\class47\default\engine\class47_br.bin Default Stock

Kuju\RailSimulator\railvehicles\diesel\class55\default\engine\class55.bin Default Stock

Kuju\RailSimulator\railvehicles\freight\haa\default\wagon\haa.bin Default Stock

Kuju\RailSimulator\railvehicles\freight\kbswagon\1x40ft_blue\kbs.bin

Kuju\RailSimulator\railvehicles\freight\kbswagon\1x40ft_green\kbs.bin

Kuju\RailSimulator\railvehicles\freight\kbswagon\2x20ft_tank_001\kbs.bin

Kuju\RailSimulator\railvehicles\freight\kbswagon\2x20ft_tank_002\kbs.bin

Kuju\RailSimulator\railvehicles\freight\milk tank\default\wagon\milk tank.bin Default Stock

Kuju\RailSimulator\railvehicles\freight\ttliquid tank\black\wagon\tta_black.bin Default Stock

Kuju\RailSimulator\railvehicles\freight\ttliquid tank\green\wagon\tta_green.bin Default Stock

Kuju\RailSimulator\railvehicles\passenger\mk1fk\br_bluegrey\coach\mk1fk_br.bin Default Stock

Kuju\RailSimulator\railvehicles\passenger\mk1sk\br_bluegrey\coach\mk1sk_br.bin Default Stock

The Kestrel & The Deltic-Head to Head Scenario by Marleyman

<http://www.railworks.marleyman.co.uk/store/>

RSC\Class101Pack\railvehicles\diesel\class101\brblue\dmbs\class101_dmbs_blue.bin
RSC\Class101Pack\railvehicles\diesel\class101\brblue\tbsl\class101_tbsl.bin
RSC\Class101Pack\railvehicles\diesel\class101\brblue\tcl\class101_tcl_blue.bin

RSC\Class37Pack01\railvehicles\diesel\class37\blue\engine\class37_blue.bin

I hope you enjoyed this scenario and I look forward to making more.
Marleyman

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