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MSTS Class 59/2 National Power

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The Class 59 Co-Co diesel locomotives were built and introduced between 1985 and 1995 by Electro-Motive Division (EMD) of General Motors (now independent company Electro-Motive Diesel) for private British companies, initially Foster Yeoman. They were designed for hauling heavy freight and designated JT26CW-SS.

Following Foster Yeoman, National Power decided to investigate the possibility of running its own trains, by ordering a single pilot locomotive. Following the trial, National Power ordered a further five locomotives and a fleet of hopper wagons to carry coal and limestone.

Again built at the London plant in 1994 and 1995, the six Class 59/2 locomotives differ from the Class 59/1s in several ways. A carbon dioxide fire control system replaces the original Halon system, NiCd batteries replace lead-acid, and the fleet all have drop-head knuckle couplers fitted. A more advanced slow speed control suitable for merry-go-round power station coal train operation has been fitted, as well as yaw dampers for a higher top speed.

In April 1998 EWS took over the National Power rail operations. With the locomotives under EWS management, they were used more widely over the network until 2005 when they were allocated to work beside the Mendip Rail fleet. The 59/2s were also maintained by Mendip Rail at Merehead.

Screens:





Photograph:



