Years introduced:	1985–1995
Wheel arrangement:	CC
Wheel diameter:	3ft 6in (1.06m)
Bogie wheelbase:	13ft 7in (4.15m)
Wheelbase:	56ft 9in (17.29m)
Weight:	121 tons
Width:	8ft 8in (2.65m)
Height:	12ft 10in (3.91m)
Length:	70ft (21.40m)
Engine type:	16-645E3C
Engine output:	3,000bhp (2,238kW)
Power at rail:	2,533bhp (1,889kW)
Tractive effort:	122,000lb
Maximum speed:	60mph (96km/h)
Brake force:	69 tons
Model	EMD JT26CW-SS Illinois, USA
TOPS number range:	59001–59206

CLASS 59

Sub class:	59/0	59/1	59/2
TOPS number range:	59001-59005	59101-59104	59201-59206
Construction model (GM):	JT26CW-SS	JT26CW-SS	JT26CW-SS
Built by:	GM-EMD, La Grange, Illinois, USA	GM-DD, London, Ontario, Canada	GM-DD, London, Ontario, Canada
Years introduced:	1985/89	1990	1994-1995
Wheel arrangement:	Co-Co	Co-Co	Co-Co
Weight:	121 tonnes	121 tonnes	121 tonnes
Height:	12ft 10in (3.91m)	12ft 10in (3.91m)	12ft 10in (3.91m)
Length:	70ft 01/2in (21.40m)	70ft 01/2in (21.40m)	70ft 01/2in (21.40m)
Width:	8ft 81/4in (2.65m)	8ft 81/4in (2.65m)	8ft 81/4in (2.65m)
Wheelbase:	56ft 9in (17.29m)	56ft 9in (17.29m)	56ft 9in (17.29m)
Bogie wheelbase:	13ft 7in (4.15m)	13ft 7in (4.15m)	13ft 7in (4.15m)
Bogie pivot centres:	43ft 6in (13.25m)	43ft 6in (13.25m)	43ft 6in (13.25m)
Wheel diameter:	3ft 6in (1.06m)	3ft 6in (1.06m)	3ft 6in (1.06m)
Min curve negotiable:	4 chains (80.46m)	4 chains (80.46m)	4 chains (80.46m)
Engine type:	EMD 16-645E3C	EMD 16-645E3C	EMD 16-645E3C
Engine output:	3,000hp (2,238kW)	3,000hp (2,238kW)	3,000hp (2,238kW)
Power at rail:	2,533hp (1,889kW)	2,533hp (1,889kW)	2,533hp (1,889kW)
Tractive effort:	122,000lb (573kN)	122,000lb (573kN)	122,000lb (573kN)
Cylinder bore:	9 1/16in (0.23m)	9 1/16in (0.23m)	9 1/16in (0.23m)
Cylinder stroke:	10in (0.25m)	10in (0.25m)	10in (0.25m)
Maximum speed:	60mph (97km/h)	60mph (97km/h)	75mph (121km/h)
Brake type:	Air	Air	Air
Brake force:	69 tonnes	69 tonnes	69 tonnes
Route availability:	7	7	7
Heating type:	Not fitted	Not fitted	Not fitted
Multiple coupling type:	AAR	AAR	AAR
Traction alternator:	EMD AR11	EMD AR11	EMD AR11
Companion alternator:	EMD D14A	EMD D14A	EMD D14A
Auxiliary alternator:	EMD 3A8147	EMD 3A8147	EMD 3A8147
Traction motor type:	EMD D77B	EMD D77B	EMD D77B
No of traction motors:	6	6	6
Gear ratio:	62:15	62:15	62:15
Fuel tank capacity:	1,000gal (4,546lit)	1,000gal (4,546lit)	1,000gal (4,546lit)
Cooling water capacity:	212gal (962lit)	212gal (962lit)	212gal (962lit)
Lub oil capacity:	202gal (920lit)	202gal (920lit)	202gal (920lit)
Sanding equipment:	Pneumatic	Pneumatic	Pneumatic
Sub class variations:	Original loco fleet of five locos owned and operated by Foster Yeoman.	Second batch of GM locos ordered for UK for use by ARC Southern, Slight	Locos originally ordered by National Power and later sold to EWS. Modified

Kent Rail

Class 59

From 1970 onwards, the 1923-established Foster Yeoman stone and aggregate company had made use of rail to transport heavy loads from its quarries to its customers. 1970 marked the opening of a rail stone terminal at Merehead Quarry in Cranmore, Somerset, whilst a further three years down the line, another rail site was developed at Botley in Hampshire. Much of the quarry traffic was handled by Class 52 diesel-hydraulics on the Western Region Lines, with Class 47s monopolising such workings after the former's withdrawal from service in 1977. Locomotive reliability was steadily worsening over ensuing years, and with more aggregate trains running behind schedule, a concerned Foster Yeoman turned to British Rail to negotiate an arrangement for provision of more reliable traction. By mid-1983, a British Rail response to the somewhat perturbed private operator materialised, with sixteen Class 56s emerging as prime motive power to handle quarry traffic. The pool of locomotives were allocated to Westbury, but their existence in the aggregate role was to be short-lived, as reliability of the locomotives (which had originally been developed for merry-go-round coal workings) had hit an all time low, with only two thirds of Foster Yeoman's traffic arriving at locations on time.

Foster Yeoman had gained valuable experience from operating its own fleet of exclusive wagons since the dawn of the 1980s and this, with the compounded failure by BR to provide reliable traction, urged the company on to employ a similar regime of using a privately-owned locomotive fleet. By 1984 the company was in discussions with BR on the feasibility of being permitted to operate their own locomotive pool, although it was clear that the nationalised industry was determined to keep a hold on the valuable quarry traffic to prevent a decline in their freight operations. A compromise was eventually reached which allowed brand new traction to be drafted in on the condition that all locomotives were maintained by BR and the aggregate company employed BR drivers. Throughout the bulk of 1984, Foster Yeoman offered tenders to potential companies for the construction of a diesel-electric with an unprecedented high reliability rate of 95%. British Rail Engineering Limited, Brush Traction and the General Electric Company (of which English Electric was now part of) considered themselves out of the race for the contract, all three companies admitting that they could not guarantee producing motive power with such a high availability rate. Eventually, the American motor company giant General Motors prevailed and was able to offer Foster Yeoman a locomotive which met the given requirements. An order for five diesel locomotives (later to become "Class 59") was placed by Foster Yeoman between 1984 and 1988, the first examples arriving from the USA at Southampton West Docks on 21st January 1986.

The first of the class on the South Eastern Division came in the 59/1 variant. These were a batch of four locomotives produced for Mendips-based ARC, another aggregate freight operator, and delivered to Britain from Ontario in Canada in October 1990. These were regulars on the once daily Allington (Maidstone) to Stoke Gifford empty aggregate hoppers, a service which still runs today, although is now re-marshalled at Hither Green. The ARC operation was subsequently taken over by quarry owners "Hanson" (the company of which operated the nearby gravel works at Cliffe) in January 1999, and since then the original Class 59/0 imports have frequented the Allington diagrams, such traction being "borrowed" from Foster Yeoman.

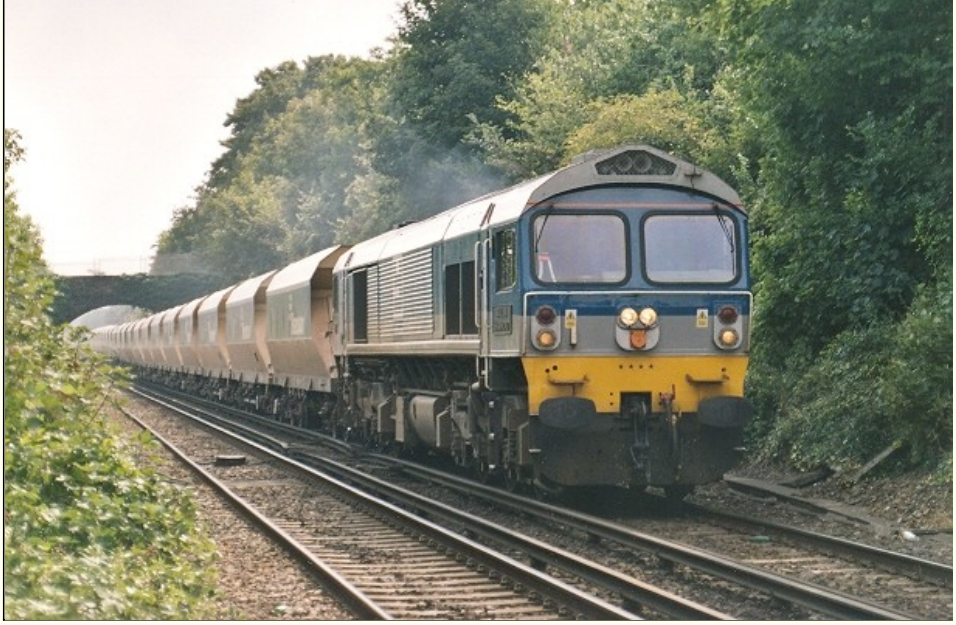
The third and final derivative was that of the 59/2, identical to its 59/0 and 59/1 counterparts, but ordered by National Power to become a fleet of six privately-owned locomotives to haul heavy coal trains between the company's power stations. The first was delivered from Canada in 1993 and after a successful entry into service, was followed by a further five locomotives between 1994 and 1995. These remained with their original owners only until 1998, when all six were sold outright after privatisation to EWS on 1st April of that year - it is with the latter that their South Eastern Division interest begins. The diesels, Nos. 59201 - 59206, were repainted into the now common red and yellow colours and subsequently transferred south to Hither Green, where they were diagrammed on aggregate workings in the area. The 59/0s and 59/1s remained on the Allington to Hither Green / Stoke Gifford empty hoppers, but those diagrams to and from the gravel terminal at Cliffe were soon monopolised by 59/2s (despite being Class 66-scheduled on paper), and indeed this remains the present situation. The Class 59/2s themselves have since transferred north of the river to Temple Mills, but their operating patterns on North Kent Line aggregate workings remain unchanged; these diagrams can sometimes be matched in frequency by the type's light engine movements along the route.

Technical Specifications

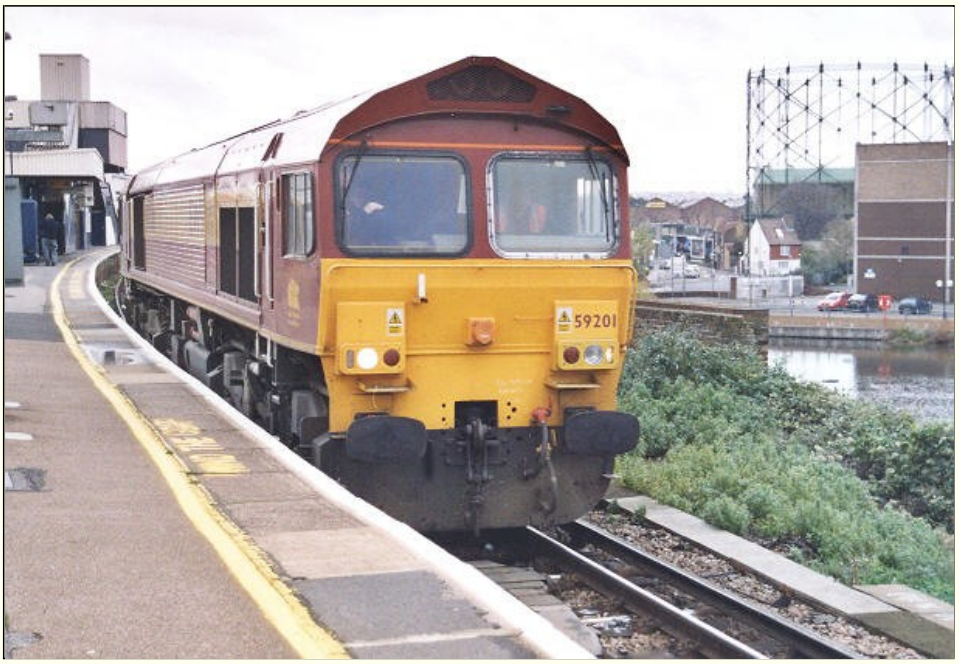
Class 59/0 (Foster Yeoman); Class 59/1 (Hanson); Class 59/2 (EWS)

- **Height:** 3.91 metres
- **Length:** 21.40 metres
- **Width:** 2.65 metres
- **Weight:** 121 tonnes
- **Wheelbase:** 17.29 metres
- **Wheel diameter:** 1.067 metres
- **Engine:** General Motors 16-645E3C
- **Power Output (900 RPM):** 3,300 HP
- **Power at Rail:** 2,533 HP
- **Brake Force:** 69 tonnes
- **Maximum Tractive Effort:** 113,550 lbs
- **Continuous Tractive Effort (14.3 MPH):** 65,300 lbs
- **Maximum Speed:** 60 MPH
- **Fuel Capacity:** 990 Gallons
- **Fuel Efficiency:** 1 MPG
- **Batteries:**
  - 59/0 & 59/1: Lead Acid
  - 59/2: NiCad
- **Route Availability:** 7
- **Multiple Working:** With Classes 59, 66 and 67. Can double-head with other types, but each locomotive must have a separate driver.
- **Record:** No. 59005 hauled a 12,108 tonne train during the night of 25th & 26th May 1991. The whole train was a staggering 1 mile and 44 yards in length.

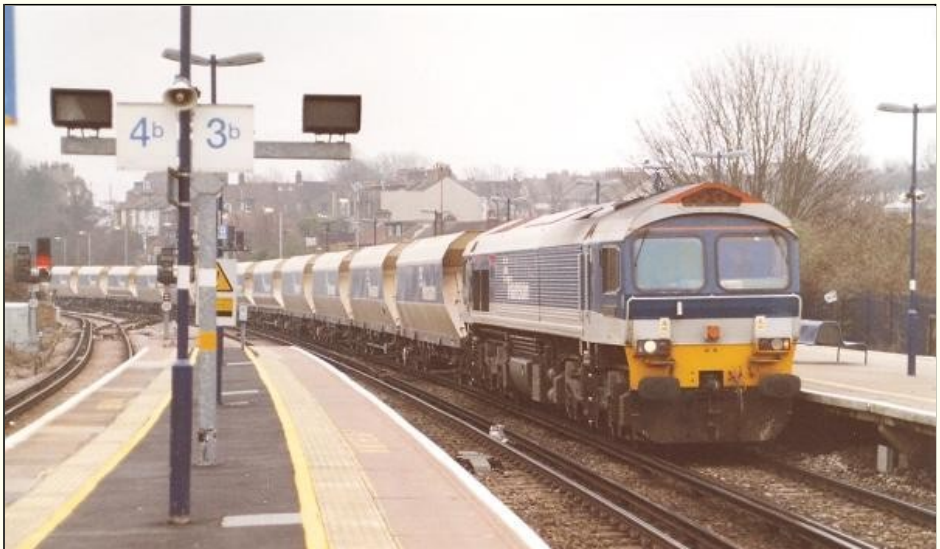
South Eastern Division



Making an impressive sight as it hauls the 08:50 Allington to Hither Green empty "Hanson" hopper working, but not running at its top speed of 60 MPH, No. 59004 is seen approaching Stone Crossing on 2nd August 2005. The 08:50 is the sole "Hanson" working along the North Kent Line each week day, but at least it breaks the EWS and Freightliner monotony. **David Glasspool**



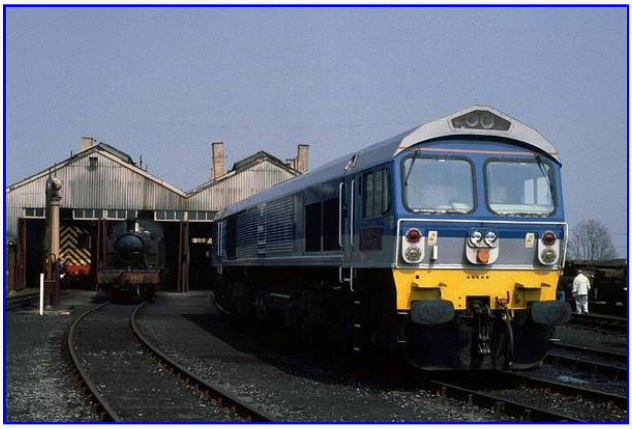
No. 59201 was the first Class 59/2 to be repainted from National Power blue to EWS green, being unveiled in the latter's colours on 17th June 1998. The locomotive is seen trundling light engine through Dartford, Cliffe Gravel Works-bound on 10th November 2004. It is interesting to note the all yellow light clusters and what appears to be a replacement window frame on the driver's side.
David Glasspool



JT26CW-SS series

JT26CW-SS

Diesel locomotive



Series:	JT26CW-SS
Build:	EMD
Total build:	5
Top speed:	97 km/h
Gauge:	1435 mm
UIC axles:	Co'Co'
Length:	21.40 m
Width:	2.65 m
Height:	3.91 m
Weight:	126 t
Engine:	16-645E3C
Power output:	2460 kW
Tractive effort:	508 kN
Source:	en.wikipedia.org

Numbering: 59001-59005

Career

- AI 59/0
- FY 59/0
- HHPI 59/0
- MD 59/0

BR 59/2

Diesel locomotive

Series:	JT26CW-SS
Build:	EMD 1994 - 1995
Total build:	6
Top speed:	121 km/h
Gauge:	1435 mm
UIC axles:	Co'Co'
Length:	21.40 m
Width:	2.65 m
Height:	3.91 m
Weight:	126 t
Engine:	16-645E3C
Power output:	2460 kW
Tractive effort:	508 kN
Source:	en.wikipedia.org

Numbering: 59201–59206

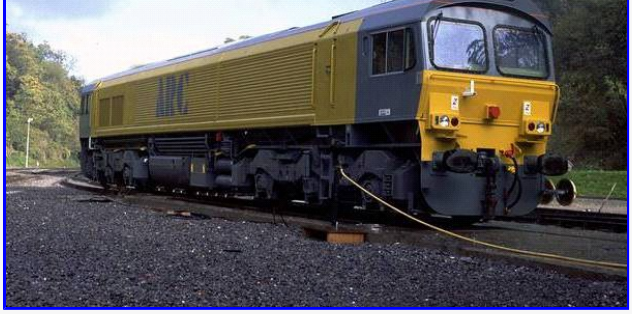
Career

- Schenker UK 59/2

JT26CW-SS 59/1

Diesel locomotive

Series:	JT26CW-SS
Build:	EMD 1990
Total build:	4



Top speed:	97 km/h
Gauge:	1435 mm
UIC axles:	Co'Co'
Length:	21.40 m
Width:	2.65 m
Height:	3.91 m
Weight:	126 t
Engine:	16-645E3C
Power output:	2460 kW
Tractive effort:	508 kN
Source:	en.wikipedia.org

Numbering: 59101-59104

Career

- ARC 59/1
- Hanson 59/1

JT36C-2SS

Diesel locomotive

Series:	JT26CW-SS
Build:	Clyde Engineering 1984 - ..
Total build:	33
Top speed:	114 km/h
Gauge:	1435 mm
UIC axles:	Co'Co'
Length:	19.82 m
Weight:	127 t
Engine:	16-645F3B
Power output:	2830 kW
Tractive effort:	337 kN
Source:	en.wikipedia.org

Career

- QRN G
- SCT G
- SSR G

Mainlinediesels.net
The Railcolor.net website about mainline diesel locomotives

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    - JT42CWR(M/-T1)
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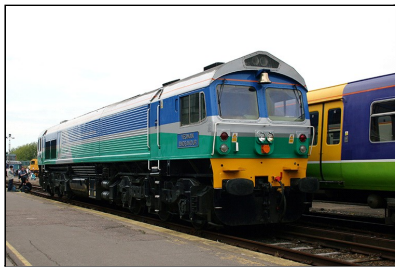
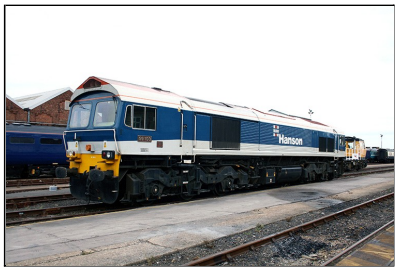
JT26CW-SS

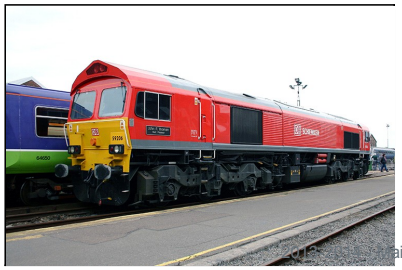
Orders



Aggregate Industries [GB]
Class 59/0
5 locomotives - 1985-1989
Profile

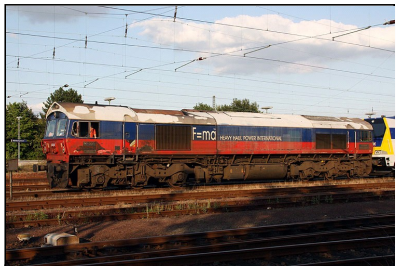


Hanson [GB]
Class 59/1
4 locomotives - 1990
Profile



DB Schenker Rail UK [GB]
Class 59/2
6 locomotives - 1994-1995
Profile

Secondhand purchases



HHPI - Heavy Haul Power International [DE]
Former: Foster Yeoman [GB]
59003
1 locomotive - 2001
Profile

Technical details

Dimensions

Total length	21400 mm
Total height	2650 mm
Total width	3910 mm
Axle characteristics	
Wheel diameter	1067 mm
Axle arrangement	Co'Co'
Track gauge	1435 mm
Weight	
Total weight	126 ton
Axle load	21 ton
Axle load class	RA7
Traction performance	
Top speed	60 mph / 97 km/h - 75 mph / 121 km/h
Starting tractive effort	506 kN
Propulsion characteristics	
Fuel tank capacity	4550 L
Number of traction motors	6
Traction motor	D77B
Diesel engine manufacturer	GM
Diesel engine type	16-645E3C
Power rating	2460 kW
Number of cylinders	16
Emission standards	?
Electrical equipment manufacturer	GM
Electrical transmission	?
Multiple working	
System	AAR
Combinations	JT26CW-SS, JT42CWR(M), JT42HW-HS
Number of units	?

Production list

GM (LaGrange)	848002-1	1985	JT26CW-SS	Co'Co'-de	Mendip Rail	59001	
GM (LaGrange)	848002-2	1985	JT26CW-SS	Co'Co'-de	Mendip Rail	59002	
GM (LaGrange)	848002-3	1985	JT26CW-SS	Co'Co'-de	HHPI	59003	
GM (LaGrange)	848002-4	1985	JT26CW-SS	Co'Co'-de	Mendip Rail	59004	
GM (London)	878029-1	1990	JT26CW-SS	Co'Co'-de	Mendip Rail	59101	
GM (London)	878029-2	1990	JT26CW-SS	Co'Co'-de	Mendip Rail	59102	
GM (London)	878029-3	1990	JT26CW-SS	Co'Co'-de	Mendip Rail	59103	
GM (London)	878029-4	1990	JT26CW-SS	Co'Co'-de	Mendip Rail	59104	
GM (LaGrange)	878039-1	1989	JT26CW-SS	Co'Co'-de	Mendip Rail	59005	
GM (London)	918273-1	1994	JT26CW-SS	Co'Co'-de	DB Schenker	59201	
GM (London)	948510-1	1995	JT26CW-SS	Co'Co'-de	DB Schenker	59202	
GM (London)	948510-2	1995	JT26CW-SS	Co'Co'-de	DB Schenker	59203	
GM (London)	948510-3	1995	JT26CW-SS	Co'Co'-de	DB Schenker	59204	
GM (London)	948510-4	1995	JT26CW-SS	Co'Co'-de	DB Schenker	59205	
GM (London)	948510-5	1995	JT26CW-SS	Co'Co'-de	DB Schenker	59206	

British Rail Class 59

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

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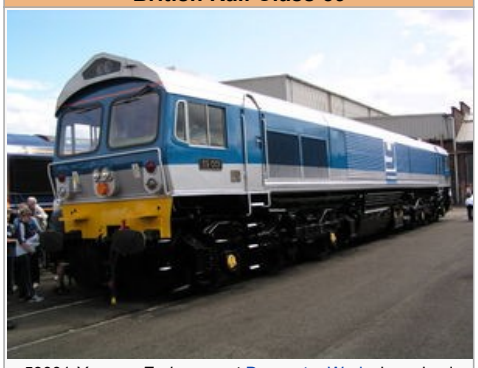
British Rail Class 59



59001 *Yeoman Endeavour* at Doncaster Works in revised Foster Yeoman livery on 27 July 2003

Specifications	
Power type	Diesel-electric
Builder	General Motors Electro Motive Division
Model	JT26CW-SS
Build date	1985–1995
Total produced	15
Configuration	Co-Co
AAR wheel arr.	C-C
UIC classification	Co'Co'
Gauge	1,435 mm (4 ft 8½ in) standard gauge
Wheel diameter	45 in (1,143 mm)
Length	21.40 m (70 ft 3 in)
Width	2.65 m (8 ft 8 in)
Height	3.91 m (12 ft 10 in)
Locomotive weight	126 t (124 long tons; 139 short tons)
Fuel capacity	1,000 imp gal (4,550 l; 1,200 US gal)
Prime mover	EMD 16-645E3C
Multiple working	AAR system (Classes 59, 66 and 67)
Top speed	60–75 mph (97–120 km/h)
Power output	*Engine:* 3,300 bhp (2,460 kW)
Tractive effort	*Maximum:* 508 kN (114,000 lbf) at 11 km/h (7 mph) *Continuous:* 290 kN (65,000 lbf) at 23 km/h (14 mph)
Train heating	None
Train brakes	Air
Career	
Railroad(s)	DB Schenker Mendip Rail
Number	59001–59005, 59101–59104, 59201–59206
Axle load class	Route availability 7

Overview [edit]

In the light of Foster Yeoman's dissatisfaction with the availability and reliability of British Rail's Class 56 diesel freight locomotive,[1] and their satisfaction with their EMD SW1001 shunter, four Class 59/0s were ordered from EMD and arrived in 1986. A new design to the British loading gauge and specifications, derived from the EMD SD40-2, it used the cab layout of the British Rail Class 58 to aid driver assimilation.[citation needed]

They were the first United States-built and the first privately owned diesel locomotives to operate regularly on the British main line,[citation needed] although EMD powered locomotives have been the mainstay in both the Republic of Ireland since 1961 and Northern Ireland since 1980.[citation needed]

Following Foster Yeoman's example, Amey Roadstone Construction bought four (Class 59/1) and National Power bought six (Class 59/2) locomotives. Foster Yeoman and ARC merged their rail concerns into Mendip Rail, and the rail interests of National Power were taken over by EWS, now DB Schenker.

Ultimately EMD's diligence and flexibility in designing and constructing such a small order paid off in opening the way for the later, much larger, Class 66 order.[citation needed] This design uses the same body shell but is internally different. The only liveries shared between the classes are DB Schenker red and EWS red and gold, but whereas the 66s have a zigzag gold stripe, the 59s' stripe is straight.[citation needed]

Mendip Rail [edit]

Main article: Mendip Rail

The better to manage their fleet availability and scale needs, Hanson ARC and Foster Yeoman founded Mendip Rail. The assets are still owned by both parent companies and the staff are seconded. Subsequently Mendip Rail has obtained train operating company status. Mendip Rail's Class 59s work services between various destinations, which have changed over time according to demand and specific contracts. They have worked regularly in the Southern Region, most notably to the Foster Yeoman terminals at Eastleigh and Botley, as well as on Channel Tunnel construction work.

Class 59 derivatives [edit]

Class 59/0 - Foster Yeoman [edit]

Because of poor reliability and low availability of the various locomotives used by British Rail to haul the stone trains from the West Country, Foster Yeoman began negotiations with British Rail to improve service.[citation needed] Having already supplied their own wagons with a reliability level of 96%, they suggested to British Rail that they could operate their own locomotives.[citation needed] British Rail's problem was the hard tie-in and control of the rail unions,[citation needed] but accepted the proposal in principle.

Foster Yeoman invited tenders for the supply of six locomotives from a manufacturer with a proven availability record of 95%. It is untrue that British Rail refused to tender,[citation needed] but withdrew having conceded that they had nothing which was of the required combination of power and reliability.[citation needed] Having already operated an EMD SW1001 shunter in the Merehead Quarry with good results, Foster Yeoman approached General Motors who were able to demonstrate the required long-term 95% availability. Derived from the EMD SD40-2, the cab layout

was based on the British Rail Class 58 for easier driver assimilation.[citation needed] To meet the British loading gauge, an estimated 40,000 to 80,000 man-hours of design work was carried out by EMD. Some compromises were required; the large exhaust silencer required to meet BR noise levels left no room for Dynamic Braking equipment. However, it was possible to retain the all-important Super Series wheel creep control, which because of its superior traction can eliminate the need for double heading.[citation needed] Foster Yeoman therefore reduced their original requirement from six to four locomotives, ordering four in November 1984, and a fifth in 1988. All five locomotives were custom built by General Motors Diesel Division at their La Grange, Illinois, USA, plant.

In their first ten years of operation, the five locomotives between them hauled over 50 million tonnes of aggregates away from Merehead. [citation needed]

Class 59/1 - Amey Roadstone Construction [edit]

Built by General Motors Diesel Division at their London, Ontario, Canada, plant in 1990. The four Class 59/1 locomotives owned by Hanson (parent company of the former owners Amey Roadstone Construction) are similar to the Class 59/0 locomotives of Foster Yeoman, the main differences being a revised head light and marker light layout and the fitting of yaw dampers to permit the maximum speed to be increased to 75 mph (121 km/h).[citation needed]

Class 59/2 - National Power [edit]

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.[citation needed]

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.[citation needed]

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 are also now maintained by Mendip Rail at Merehead. [citation needed]

59202 and 59205 at Acton (London) in September 2012.

Notable workings and accidents [edit]

Designed for reliability and 95% availability, the Class 59 has achieved a 99.8% level during ten years evaluated from the first four locomotives.[2] On 26 May 1991 class member 59005 set the European haulage record for a single locomotive, with a stone train weighing 11,982 tonnes (11,793 long tons; 13,208 short tons) and 5,415 feet (1,650 m) long.[citation needed]

On 19 September 1997 locomotive 59101 was involved in the major Southall railway accident. The locomotive had just passed across the main line, under clear signals, and escaped damage, but the oncoming Inter City 125 train struck the hopper wagons in its train immediately behind.

While working the 6A20 Whatley to Acton (West London) stone train locomotive number 59103 and the first ten hopper wagons derailed at 23:20 on 12 September 2000 between Great Elm Tunnel and Bedlam Tunnel on the single track branch line to the Hanson Quarry at Whatley. The locomotive and the first two hoppers rolled and 59103 came to rest on the parapet of a small bridge on the driver's side (left by direction of travel) with the trailing bogie partially torn off by the following hopper car. The locomotive was pulled upright on 19 September 2000 and removed to Whatley Quarry where an initial assessment of the damage was made and repairs made to make the locomotive safe for removal by road. The locomotive was then moved by road to Derby on 2 November 2000 for further assessment before moving to Eastleigh for repairs.[citation needed]

Export [edit]

In 1997, one of the Foster Yeoman locomotives, 59003 *Yeoman Highlander* was exported to Germany, renumbered as 259 003, and operated by Yeoman/Deutsche Bahn (DB), pulling stone trains. It has since moved on to Heavy Haul Power International where it is still working on coal trains and pulls the highest train weight of any loco presently in Germany.[3]

Enthusiast nicknames [edit]

Class 59 locomotives are known by some enthusiasts as 'Daddy Yings',[citation needed] due to the noise of the engine and that they are the design on which the later Class 66 locomotives (sometimes called 'Yings') were based. They are also occasionally referred to as 'GM', due to the General Motors powerplant. Another nickname is 'Super Shed' or 'Megashed', again based on a Class 66 nickname ('Shed' because when viewed head-on, it resembles the profile of a garden shed roof) and the fact the Class 59 is more powerful.

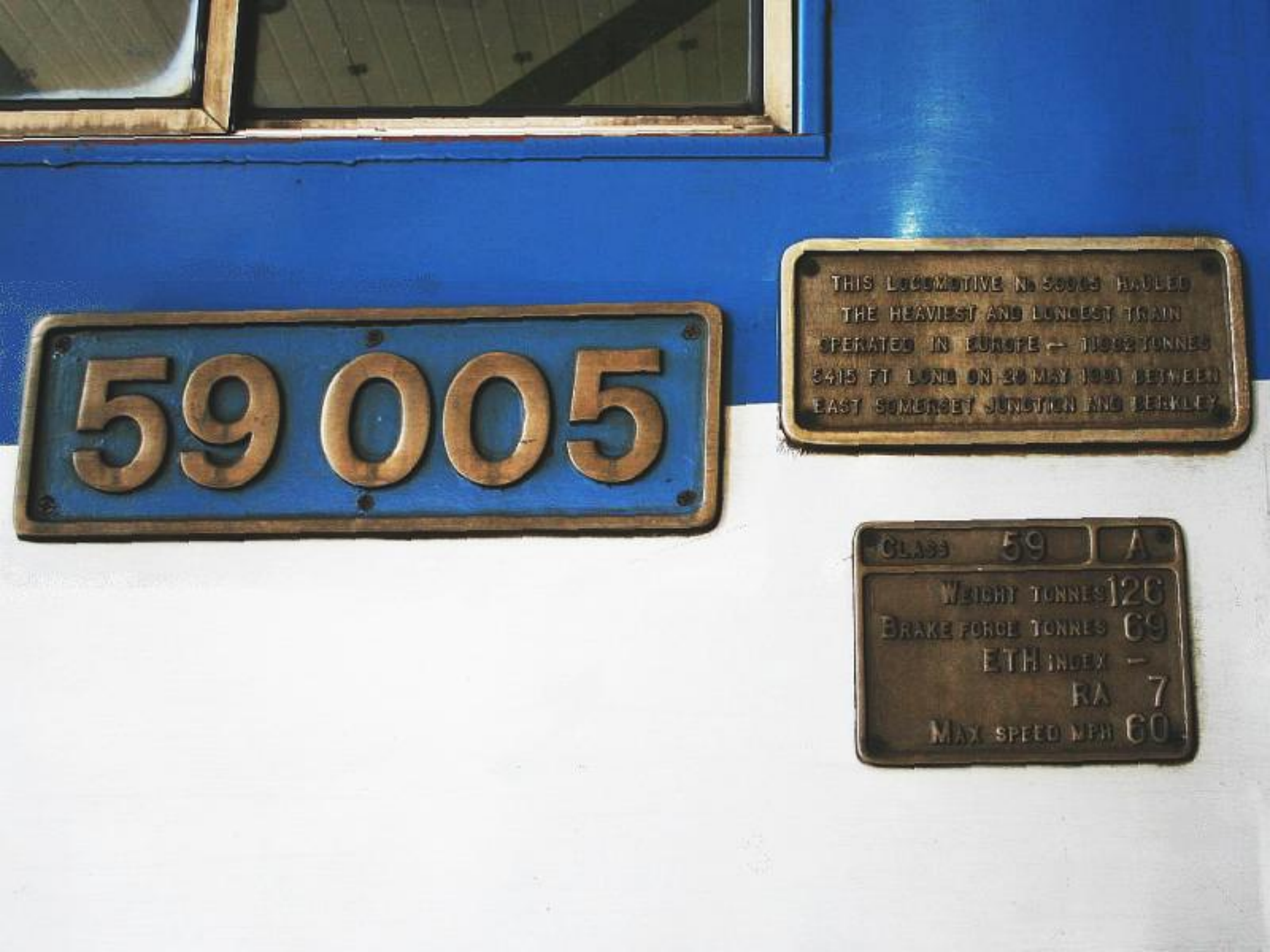
Fleet details [edit]

Specification	Sub-class		
	59/0	59/1	59/2
Built for:	Foster Yeoman	ARC, daughter company of Hanson plc	National Power
Currently owned by:	Foster Yeoman	Hanson	DB Schenker
Operated by:	Mendip Rail	Mendip Rail	DB Schenker
Built:	1985 and 1989 by General Motors, USA	1990 by General Motors, Canada	1994-1995 by General Motors, Canada
Engine:	General Motors 16-645E3C two stroke of 2,460 kW (3,300 hp) at 900 rpm		
Main alternator:	General Motors AR11 MLD-D14A		
Traction motors:	General Motors D77B		
Maximum tractive effort:	506 kN (114,000 lbf) until 14.3 mph (23.0 km/h)		

Continuous tractive effort:	291 kN (65,000 lbf)		
Power at rail:	1,889 kW (2,533 hp)		
Train brakes:	Air brakes		
Brake force:	69 t (67.9 long tons; 76.1 short tons)		
Dimensions:	21.35 m × 2.65 m (70.0 ft × 8.7 ft)		
Mass:	121 t (119 long tons; 133 short tons)		
Wheel diameter:	42 inches (1,067 mm)		
Design speed:	60 mph (97 km/h)	60 mph (97 km/h)	75 mph (121 km/h)
Maximum speed:	60 mph (97 km/h)	60 mph (97 km/h)	75 mph (121 km/h)
Fuel capacity:	1,000 imp gal (4,550 l; 1,200 US gal)		
Route availability:	RA 7		
Electric train supply:	Not equipped		
Multiple working:	AAR System		

Number	Works No	Commissioned by	Build Date	Ship	Arrive UK	Revenue	Owner	Name	Notes
59001	848002-1	Foster Yeoman	1985	MV *Fairlift*	21 January 1986	February 1986	Foster Yeoman	*Yeoman Endeavour*	
59002	848002-2	Foster Yeoman	1985	MV *Fairlift*	21 January 1986	February 1986	Foster Yeoman	*Alan J Day*	Renamed from *Yeoman Enterprise* at Merehead Quarry on 21 June 1996 by Alan J Day, Managing Director of Day Aggregates
59003	848002-3	Foster Yeoman	1985	MV *Fairlift*	21 January 1986	February 1986	Heavy Haul Power International		Originally named *Yeoman Highlander*. Transferred to Germany in 1997 and renumbered 259 003.
59004	848002-4	Foster Yeoman	1985	MV *Fairlift*	21 January 1986	February 1986	Foster Yeoman	*Paul A Hammond*	Renamed from *Yeoman Challenger* at Merehead Quarry on 21 June 1996 by Paul A Hammond, Managing Director of Yeoman Aggregates
59005		Foster Yeoman	1989	MV *Fairlift*	4 June 1989	June 1989	Foster Yeoman	*Kenneth J Painter*	
59101	878029-1	Hanson (formerly ARC)	1990	MV *Stellamare*	20 October 1990	11 November 1990	Hanson	*Village of Whatley*	
59102	878029-2	Hanson (formerly ARC)	1990	MV *Stellamare*	20 October 1990	11 November 1990	Hanson	*Village of Chantry*	
59103	878029-3	Hanson (formerly ARC)	1990	MV *Stellamare*	20 October 1990	11 November 1990	Hanson	*Village of Mells*	
59104	878029-4	Hanson (formerly ARC)	1990	MV *Stellamare*	20 October 1990	11 November 1990	Hanson	*Village of Great Elm*	
59201	918273-1	National Power	1994	MV *Haskerland*	16 February 1994	26 April 1994	DB Schenker		Carries DB Schenker Livery
59202	948510-1	National Power	1995	MV *Condock V*	4 August 1995	October 1995	DB Schenker		Carries DB Schenker Livery (Was the last 59 to carry EWS livery.)
59203	948510-2	National Power	1995	MV *Condock V*	4 August 1995	October 1995	DB Schenker		Carries DB Schenker Livery
59204	948510-3	National Power	1995	MV *Condock V*	4 August 1995	October 1995	DB Schenker		Carries DB Schenker Livery
59205	948510-4	National Power	1995	MV *Condock V*	4 August 1995	October 1995	DB Schenker		Carries DB Schenker Livery
59206	948510-5	National Power	1995	MV *Condock V*	4 August 1995	October 1995	DB Schenker	*John F Yeoman*	Carries DB Schenker Livery (First locomotive to carry the *verkehrsrot* livery. Previously named *Pride of Ferrybridge* under EWS.)

All of the DB Schenker locomotives apart from 59206 are nameless.


59 005
THIS LOCOMOTIVE No 59005 HAULED
THE HEAVIEST AND LONGEST TRAIN
OPERATED IN EUROPE - 11932 TONNES
5415 FT LONG ON 30 MAY 1993 BETWEEN
EAST SOMERSET JUNCTION AND MERKLEY
CLASS 59 A
WEIGHT TONNES 126
BRAKE FORCE TONNES 69
ETH INDEX -
RA 7
MAX SPEED MPH 60