



dovetail
GAMES

DB Schenker Class 59/2



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1 Background

1.1 Class 59/2

The Class 59/2 was commissioned by National Power with the aim of operating their own trains. Built between 1994 and 1995, the Class 59/2 had a number of differences from its earlier counter parts. They were fitted with a new carbon dioxide fire control system, used NiCd batteries and drop-head knuckle couplers. They also utilised more advanced speed controls which suited the transportation of coal at lower speeds. Along with those systems yaw dampers were fitted to allow for a higher top speed. National Power felt the trail of the Class 59/2 was successful enough to order an additional five locomotives to freight coal and limestone. The Class 59/2 is now operated by DB Schenker after being acquired from EWS.

1.2 Design & Specification

Power Type	Diesel-Electric
Locomotive Weight	121t
Vehicle Length	70ft 01/2in (21.34m)
Build Date	1994-1995
Vehicle Power	3,000hp (2,237kW)
Top Speed	75mph (121km/h)
Brake Types	Air Brakes

2 Rolling Stock

2.1 DB Class 59/2

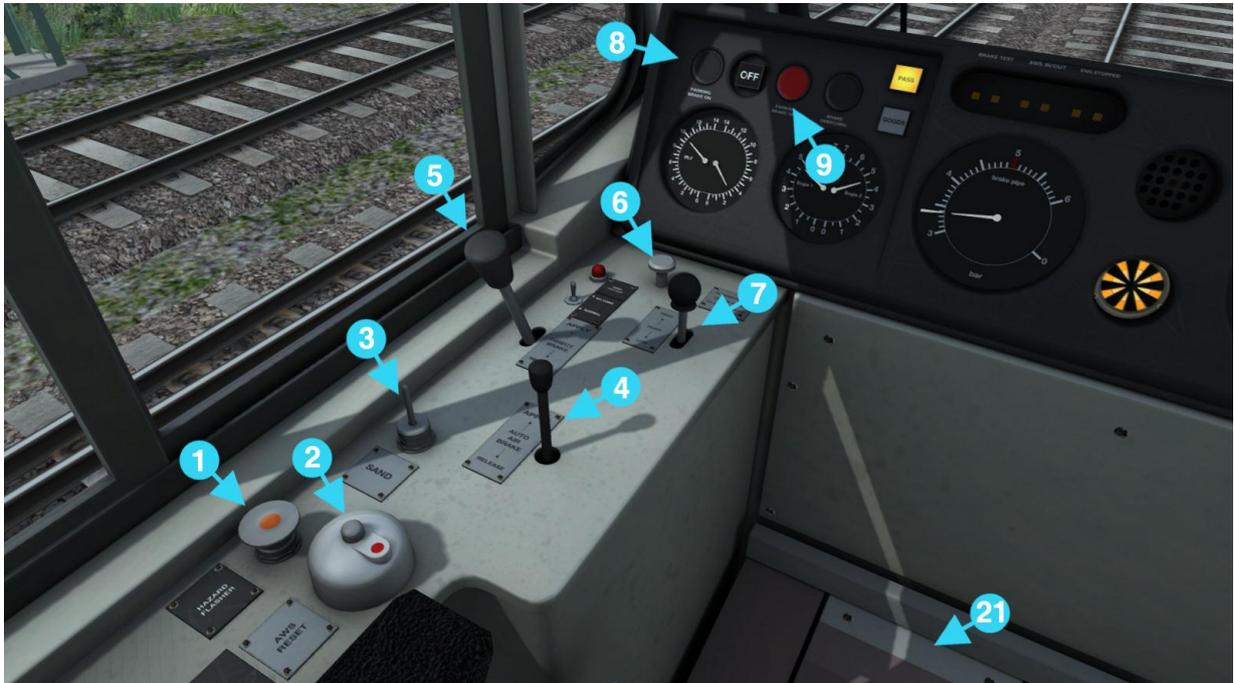


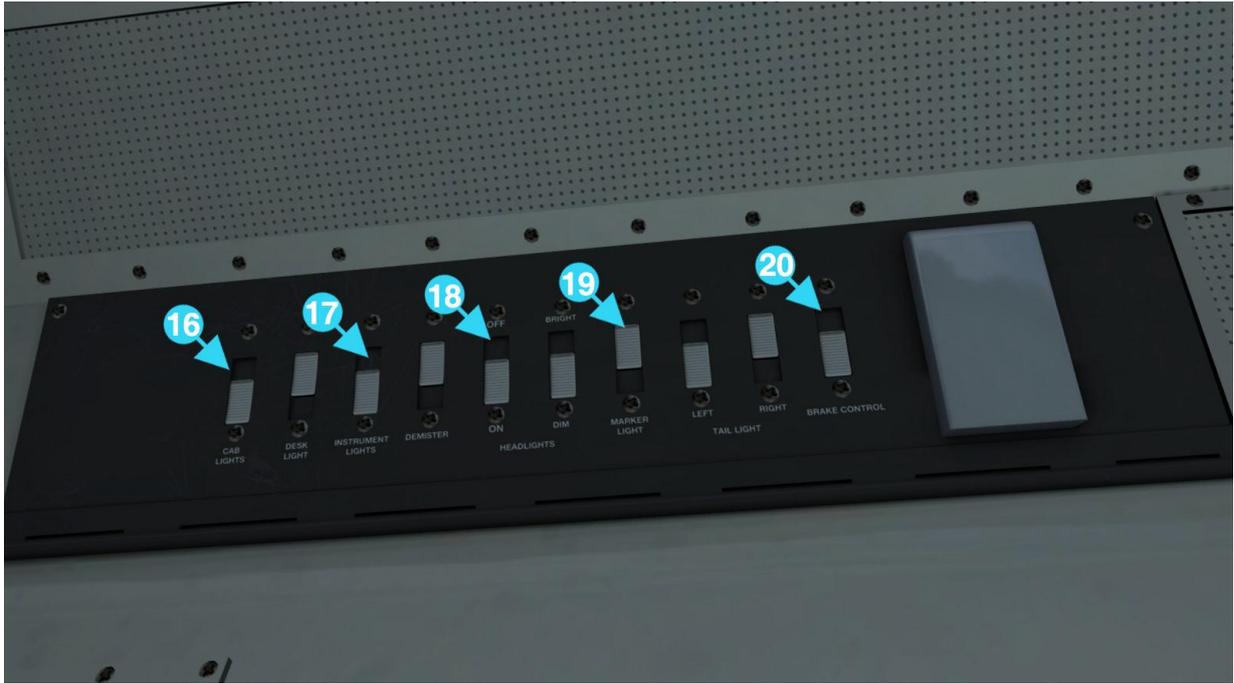
2.2 JHA Wagon



3 Driving the Class 59/2

3.1 Cab Controls





- | | | | |
|----|-------------------|----|-------------------|
| 1 | Hazard Lights | 12 | Engine Stop |
| 2 | AWS Reset | 13 | Engine Start |
| 3 | Sander | 14 | Power Handle |
| 4 | Train Brake | 15 | Reverser |
| 5 | Locomotive Brake | 16 | Cabin Lights |
| 6 | Emergency Brake | 17 | Instrument Lights |
| 7 | Horn | 18 | Headlight Switch |
| 8 | Apply Handbrake | 19 | Marker Light |
| 9 | Release Handbrake | 20 | Brake Control |
| 10 | Left Wiper | 21 | DSD Pedal |
| 11 | Dimmer Switch | | |

4 DSD Driver Safety Device

The Driver Safety Device is a vigilance system that monitors the driver. It can be activated or deactivated by using the Ctrl-D hotkey.

Once activated the system monitors the locomotives speed and starts a timer once the vehicle reaches over 5mph. The timer then waits for one minute before playing an alert sound that must be acknowledged by pressing the DSD pedal (Numpad Enter).

If the alert is not acknowledged after five seconds it will trigger an emergency brake application, bringing the train to a stop. The brakes will only release if the acknowledge is pressed by the driver, after which they can continue their journey.

5 Slow Speed Control & PBL Braking

The Class 59/2 is fitted with a Slow Speed Control that can be used to maintain the locomotives speed. This is useful when pulling large consists of freight that can be loaded in a Merry-go-round fashion. Meaning as the train is still moving the freight wagons can be loaded overhead due to the almost crawling speed the train is travelling at.

Slow Speed Control can be cycled up by pressing Ctrl+1 or down by pressing Ctrl+2. The speed settings are as follows;

- Setting 1 – 0.8Mph
- Setting 2 – 1.8 Mph
- Setting 3 – 2.8 Mph

Once the desired setting has been selected the brakes must be released and the reverser set to allow the engine to maintain the set speed. If the locomotive is travelling faster than the speed setting before selecting it the locomotive will have its engine power cut off until the speed is achieved.

The Class 59/2 is also fitted with a PBL braking system that moderates the speed in which the brakes apply force. When carrying long and heavy freight wagons it is advantageous to have a slower applying/releasing brake to give the engine time to gain traction without the immense weight behind the locomotive negating the applied power.

PBL Braking comes in two modes, Passenger and Goods. Goods is the preferred mode for freight operations as it is the slowest applied brake and is the default setting for the Class 59/2. If the driver wishes to switch to the more responsive Passenger mode they must toggle the Brake Mode switch found above and to the left of the drivers seated position.

6 Scenarios

*****For driving tutorials, please visit the Academy from the main TS2016 menu screen*****

6.1 [59/2] 1. Operation Backyard

Take a consist of wagons from Stratford to Willesden.

Duration: 40 Minutes

Difficulty: Medium

6.2 [59/2] 2. Acton Upon It

Carry out coupling operations at Willesden Yard before transporting the wagons further down the line to Kew Bridge.

Duration: 15 Minutes

Difficulty: Medium

6.3 [59/2] 3. Caught Up in the Action

Join this Class 59 freight service at Willesden after its journey from Angerstein Wharf to Marks Tey. You will be at the controls from Willesden to Stratford. Unfortunately, you'll be caught up in the action as a Class 378 stopping service will be running ahead of you.

Duration: 40 Minutes

Difficulty: Hard

7 Acknowledgements

Dovetail Games would like to thank the following people for their contribution to the development of the DB Class 59:

Deutsche Bahn
Beta Testing Team

