



Diesel Electric Multiple Unit (DEMU) 'Thumpers'

Built	1957 - 1962
Built By	British Railways
Type	Diesel Electric Multiple Unit
First Numbers carried	1101 to 1133
Last Number carried	205001 to 205033
Power output	600hp
Prime Mover	English Electric 4SRKT fitted Napier MS200 Supercharger
Weight	Power Car 56 tonnes, Driving trailer 32 tonnes
Maximum speed	75 m.p.h.
Train heating	Electric
Coupling	Standard 'Buck eye'

'Thumper' DEMUs were numbered 1101 to 1133 and was built in 4 batches, with 34 units in total being built from 1957 onwards. The earlier batches were known as Hampshire units, which is why BR referred to the entire class as 2H or 3H, according to the number of cars. The final batch built in 1962 (1127-1133), known as the Berkshire units, as they were intended for services in and around that county, typically Reading to Salisbury. This last batch had smaller destination blinds, a larger guards van and were all 3 car units. The layout can be seen in image 1.



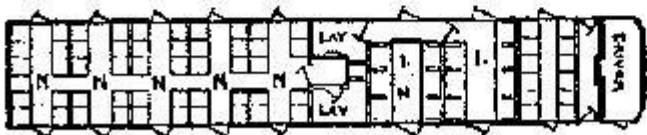
These units are properly described as a diesel electric multiple unit (DEMU), i.e. a diesel engine drives an electric generator powering the traction motors which turn the wheels. This configuration enabled the class to share as many components as possible with the third-rail electric multiple units (EMUs) which predominated elsewhere on the Southern Region; the only significant difference was the source of the electricity. (Other types of DMU have mechanical or hydraulic transmissions - the latter in most modern designs).

The introduction of the BR TOPS scheme led to the renumbering of all the stock, when 'Thumpers' became class 205 though they were not renumbered until the 1980s.

These units were known as 'Thumpers' because of the distinctive noise made by the English Electric 4-cylinder type 4SRKT Mark II engine producing 600 shaft hp at 850 rpm. Have a look at it if you get the opportunity. It's enormous. In fact, the bore and stroke are 10 inches and 12 inches respectively, giving a cubic capacity just short of 62 litres. 2 EE507 traction motors mounted on the inner bogie turn the wheels. Intuitively this doesn't seem the best layout for avoiding wheelslip, with the engine at the other end of the carriage, but it must have worked. In its frantic youth the Thumper had a maximum speed of 75mph.

Image 1 - layout of final batch of Thumpers (1127-1133)

3-COACH DIESEL-ELECTRIC
UNIT
(3 H)

Formation N—Compartments labelled "No Smoking"	Seats		Length over Buffers	
	1st	2nd	ft.	ins.
	—	42		
	—	104		
	13	62		
	13	208	199	6

Painted Numbers of Units 1127 to 1133 inclusive

Restriction 4

Abbreviation collectors will be thrilled to hear that the power car is a DMBSO (Driving Motor Brake Standard Open) and the other one is a DTCsoL (Driving Trailer Composite semi open Lavatory). The middle car was a TSO (Trailer Standard Open). Passengers in the front 2 cars must have regretted the lack of gangway connection to the DTCsoL on occasions. On the yellow end of the power car is a black triangle whose purpose was to indicate to station staff which end of the train contained luggage and parcels.

'Thumpers' were withdrawn as more modern units became available and growing safety concerns regarding all slam door trains post the Clapham Junction rail crash. The earliest sets had given 47 years of service.

1132 is still operating at Dartmoor Railway. Amazingly up to 12 other members of the class were preserved, including 1128 also owned by the Dartmoor Railway, but currently stored unserviceable at Meldon Quarry. 1118 visited Dartmoor Railway in 2015. Most of these units are at other preserved railways.

