

Class 50 Restoration Appeal Fund

(Please tick the appropriate box)

- GOLD Pack £25 per month for a Minimum 36 months
 SILVER Pack £20 per month for a Minimum 36 months
 BRONZE Pack £10 per month for a Minimum 36 months

Donation enclosed :
(Please make cheques payable to **Devon Diesel Society Ltd**)

Name :

Address :

Post Code :

E-mail Address :

Telephone Number :

BANKERS ORDER

To: The Manager(Your Bank)

.....(Your Branch)

On the 10th day of20..... Please pay the sum of £..... To LLOYDS TSB BANK, 234 HIGH STREET, EXETER (SORT CODE 30-93-14) for the credit of DEVON DIESEL SOCIETY LTD (ACCOUNT NUMBER 0073124) and thereafter make like payments each month until notified by me.

YOUR ACCOUNT NAME :

YOUR ACCOUNT NUMBER :

YOUR BANK SORT CODE :

SIGNATURE :

DATE :

Please return completed form to:

Steve Howard, Devon Diesel Society Membership secretary,
49 Siddals Gardens, Tiverton, DEVON EX16 6DJ

The Devon Diesel Society

The Society was formed in 1989 with the intention of preserving a Class 50 for future use in the West Country – an area the loco's had long been associated with. In the Autumn of 1991 50 002 "Superb" was purchased from British Rail and returned to service the following year working train between Paignton and Kingswear. Following a spell away from the Society's care, during which time the loco should have returned to mainline use but was in fact badly damaged by a third party, it now resides on the South Devon Railway and is at present undergoing restoration to working order in as near built condition.

The Society's second locomotive purchase came in 2000 this being the British Railway's Class 04 diesel mechanical shunter No. D2246. This small locomotive has been a reliable performer and since arriving on the South Devon Railway has seen much use and in addition to its normal shunting duties, it has also hauled passenger trains from time to time.

In 2004 the Society purchased its third locomotive 37 037. This popular locomotive is now based on the South Devon Railway, but has made visits to several other preserved lines around the country, including appearing alongside 11 other class members at the Mid Norfolk Railway Class 37 Golden Jubilee gala in 2010, and then a 12 month visit to the North Norfolk Railway in 2011. On the SDR it is often used on passenger services and is also used on the popular diesel driver experience courses.

In addition to owning the above locomotives, the Society also owns a variety of support vehicles including a former Great Western Tool Van (No. 146) which is now over 100 years old.

The backbone of the Society is its loyal membership base. Members come from all walks of life and from all areas of the Country. Some pay annual membership fees, whilst others subscribe to one or more of the Society's appeal funds. All members receive the annual edition of the Society's A4 sized journal "The Devonian" each year. This provides regular updates and news of all the Society's activities, as does our web site at www.devondiesels.org.uk. Members who chose can also actively help with looking after the locomotives, or perhaps help man the sales and publicity stand, help at diesel gala events (the Society being actively involved with many events on the South Devon Railway), or help in many other ways. All members receive travel concessions on both the South Devon Railway and Dartmouth Steam Railway. From time to time social events are also arranged for members, and the Society also organises and runs two Real Ale festivals each year to help generate funds to allow restoration and maintenance work to continue.

For more information on both the Society and the overhaul and restoration of D402, please visit the Society website, or, contact the Membership Secretary at the address shown opposite.

THE DEVON DIESEL SOCIETY

CLASS 50 APPEAL



Help us restore D402 to working order

Built in 1967, D402 as our locomotive was then numbered, was one of just 50 locomotives built for express passenger work. After nearly 24 years working on the mainline, during which time it operated on the Midland, Western and Southern Region's, 50 002 "Superb" as the loco had then become, was withdrawn. Unlike the majority of sisters that was not to be the end and in the Autumn of 1991 the Devon Diesel Society became the proud owners of the loco.

After initial restoration 50 002 ran for several years in the West Country, however in December 1998 it moved away from the area as part of a deal that should have seen the loco return to the mainline. This never happened and after lengthy periods in store, during which time the Society was denied access, the Society was only re-united with its loco after legal proceedings had taken place.

Upon its return the Society found major problems with the loco, particularly with the power unit which had been badly damaged due to rain water ingress via the exhaust system. The bodywork was also badly corroded and together with many other areas of damage.

Work to return the locomotive to full working order is now underway and already much of the external bodywork has been completed. Work on some of the major internal; components is also well advanced and a start on the major engine repairs is within sight, however to complete the work we need YOUR help now.

www.devondiesels.org.uk

Why we need YOUR help

Following its purchase from British Rail, the Devon Diesel Society successfully operated 50 002 "Superb" for a number of years. During this time the locomotive proved to be both a popular and reliable performer and appeared in various liveries. In 1998 the loco left Devon on a five-year hire contract that should have seen the locomotive return to active service on the mainline network. Unfortunately this never happened. In order to have the loco returned to its care the Society had no option but to pursue legal action. Whilst this took place the Society was denied access to the loco and its condition deteriorated rapidly.

A rather weather beaten 50 002 returned "home" in the autumn of 2003 and was initially stabled at Totnes on the South Devon Railway. Some work was taken to protect the loco from further damage until it moved down the line to Buckfastleigh in 2005 in preparation for restoration work to begin.



50 002 on arrival at Buckfastleigh in 2005.

A detailed inspection of the locomotive was made and the findings did not make for happy reading. Much of the damage caused was due to rainwater being allowed to enter via the four exhaust ports. This had run down via the exhaust pipework into the engine itself and this was now totally seized, as were the four turbochargers. Rainwater had also entered the loco in many other areas, with damage to both cabs, radiator compartment, and main engine room being visible. The external bodywork was also badly damaged with several areas corroded through. It quickly became clear that to return the Society's Class 50 service was going to take a lot of time and money.

The decision made was that work would be undertaken in various stages, the first of which would be to restore the loco externally. This would not only make the loco much more presentable, but more importantly would make it water tight and allow work on the internals to then progress without the risk of further damage. With so much work being required, the decision was also taken to overhaul many

Repair and overhaul work is well underway. Progress so far has seen much of the corroded bodywork removed and replaced with new metal. Most of the roof has been removed for attention, and the headlights, fitted during refurbishment, have been removed and the headcode panels replaced.



Restoration work in progress at Buckfastleigh

External restoration work is expected to be completed in 2016. Internally the ETH and Auxiliary Generators have both been removed and following some extensive work are ready for refitting. Various smaller machines (traction motor blowers, exhausters etc) have also been overhauled and are ready to return to the loco. Both cabs are also being fully refurbished internally and various other internal areas have been cleaned and painted.

Although there is no set timescale for completion of the restoration work, the Society hopes to see D402 up and running by 2019.

To achieve this we need extra support to allow the work to continue. There are some large jobs coming up, including the removal of the power unit for overhaul, and the refurbishment of the radiator and clean air compartments.

The Class 50 Appeal fund was launched to provide the financial backing required during D402's restoration. It remains open and new subscribers are always welcome. You are invited to help by subscribing to one of the appeal packages on offer (details opposite). There are many benefits associated with each package, and starting at just £10 per month – the equivalent of just a pint of beer per week, there are packages to suit all pockets. If you do not wish to subscribe a regular monthly amount, single donations are equally welcome - every little helps.

As an appeal subscriber you will also receive free membership of the Society. This will provide you with various travel discounts on both the South Devon and Dartmouth Steam Railway's, and you will also receive a copy of the Society's A4 journal "The Devonian" which is printed three times a year, and, as a member you will also be able to help work on the Society's projects, including the overhaul of D402.

With your help D402 will once again be working passenger trains for all to enjoy.

How You Can Help -The Appeal Packages

The best way to support the restoration of D402 is by making a regular monthly contribution by standing order. This provides the Society with a regular monthly income and allows work to be planned and budgeted for far more effectively. Three packages are on offer, each providing a number of additional benefits.

BRONZE APPEAL PACKAGE

£10 per month for a minimum of 36 months

- * Free membership of the Society whilst subscribing to the appeal
- * An invitation for you and a guest to attend the special return to service day (held prior to return to public operation)
- * Regular (priority) email updates of restoration progress
- * Name on a plaque in one of the cabs recording your help
- * Certificate to acknowledge your help

SILVER APPEAL PACKAGE

£20 per month for a minimum of 36 months

- * All the benefits of the Bronze package plus the following
- * Free copy of the booklet on the Life of 50 002 (to be produced on completion of the restoration work)
- * Framed colour photo of the loco once restored

GOLD APPEAL PACKAGE

£25 per month for a minimum of 36 months

- * All the benefits of the Bronze and Silver packages plus the following
- * Entry into the Gold Package prize draw, to be made on completion of the loco, and with a number of prizes, including the following:

- * Life Membership of the Society (x1) *
- * 00 Gauge model of D402 (x1) *
- * Rover Tickets for the first gala to feature D402 (x5) *
- * Cab ride on D402 (x2) *
- * Driver Experience session on D402 (x1) *
- * Large framed photo of D402 (x2) *

MAKE A DONATION

If you are unable to contribute on a regular basis we also welcome donations, large or small – every little helps. Please fill out the form on the overleaf to either subscribe or make a donation.

