

Unfortunately, there were problems with the final printing of the January edition of "Milepost". Below are the corrected versions. With apologies

David Ashley - Editor

Page 235



172345/172220 depart Birmingham Moor St with the 09.36 Kidderminster – Dorridge
04/11/2011 - David Adams.



172218 (with 172338) waiting departure at Dorridge with the 16.46 to Worcester S.H.
30/11/2011. - David Adams

THE ONE THAT GOT AWAY

Jeremy Hartill



151.002 at Derby (Photo Dave Coxon)

The mid-1980s railway was a very different railway from the one we have today. That icon of the seventies, the HST, was well established but there were also still a lot of loco hauled trains with a variety of modernisation plan types around. On top of that, vast swathes of the network were in the hands of the ubiquitous DMUs. BR had just developed the Class 210 which was in effect a very-souped up Thumper, but with a hefty price tag to match. The only other new train on the block was the Class 140-derived Pacer units. These had been developed from the Leyland/BR railbus and nobody really wanted them. However a number of people, including Roger Ford, had been championing a new generation DMU as the way forward. This was also the era of the PTE and what they wanted was a new reasonably priced DMU - and if you were in the West Midlands, built in Birmingham by Metro-Cammell if at all possible. Metro-Cammell had done some preliminary work on a new generation DMU and had a concept of one larger diesel engine driving both axles on one bogie as a cheaper way forward, and also one that offered better performance than existing DMUs. The Government wanted competition from the private sector, so contracts were awarded to BREL and Metro-Cammell with a requirement to build two three car prototypes and so the Classes 150 and 151 were born.

For a variety of reasons, including problems with the unions over crew layout, the 151 did not come into use until February 1985, by when the 150 was already in series production. The 150, based on the MK3 coach, was easier to get into production and had rolled out in June 1984. I had traveled on the 140 prototype and been less than overwhelmed, but the 150 seemed a better offer. Living in the West Midlands at the time, in the course of my travels I was fortunate to come across 151.001 on two occasions and found it to be the best of the lot at that time. Its layout and aluminum body were certainly more stylish and probably a better design than the 150. It was also one that was 15% lighter than the series production 150s, something that in

Table 4/1													
Unit				220004					221137				
Load				4					5				
Train				08.39 Plymouth-Man. P.					08.39 Plymouth-Man. P.				
Date				25/6/2011					16/07/2011				
Recorder/Position				J. Heaton 1/4					J. Heaton 1/5				
Miles	M.	Chns	Timing Point	Sch.	Min.	Sec.	M.P.H.	Ave.	Min.	Sec.	M.P.H.	Ave.	
0.00	214	06	Newton Abbot d.	0	0	00	½L		0	00	T		
0.26	213	65	<i>Newton Ab. E.</i>		0	39	45	24.2	0	39	45	24.2	
2.74	211	27	<i>Bishopsteignton</i>		2	52	90	67.0	2	54	90/91	66.0	
5.13	208	76	Teignmouth	4½	4	58	60/65	68.2	4	58	58/68	69.3	
6.51	207	45	<i>Smugglers Gap</i>		6	17	60	63.2	6	15	60	64.9	
7.27	206	64	<i>Shell Cove</i>		7	05	55	57.2	7	02	59	58.4	
7.92	206	12	Dawlish	7½	7	46	ac	57.1	7	42	59/62/sigs ac	58.5	
9.57	204	40	Dawlish Warren a.	9½	10	47		32.8	10	43		32.8	
0.00	204	40	d.	11	12	16			13	40			
2.05	202	36	Starcross		2	44	70	45.0	2	46	74	44.5	
3.88	200	50	<i>Powderham</i>		4	13	75	73.8	4	14	75	74.7	
5.76	198	59	<i>Exminster</i>	[1]	5	26	100	93.1	5	28	101	91.8	
9.30	195	16	<i>City Basin</i>		7	47	75	90.3	7	44	70	93.6	
9.68	194	66	Exeter St. Thomas		8	05	75	75.0	8	04	68	67.5	
10.60	193	72	Exeter S. D. a.	10	9	32		38.3	9	31		38.3	

Class 220 speeds are roughly interpolated from averages

Timings do not seem to allow for approach control or exit from loop

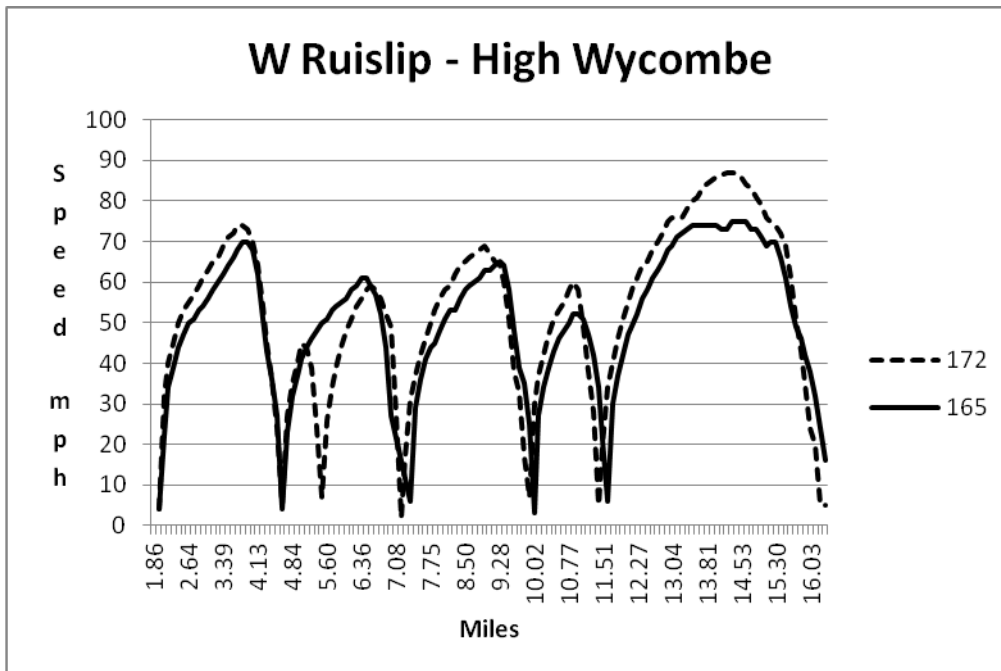
Class 220 overtime Newton Abbot train manager talking to train timer

CHILTERN 172's - David Ashley

At the risk of "Milepost" appearing as a magazine entirely devoted to class 172, I was reluctant to add more material regarding this class, but recent changes may be of interest to readers. In Milepost 32½, David Adams referred to the eventual use of Chiltern's 172's on the stopping trains at xx16 and xx43 from Marylebone, and over Christmas this has happened (to a limited extent). Their use was considered necessary following the introduction of the Mainline timetable in September, where 100mph speed limits are the norm most of the way from Wembley to High Wycombe, and the need to slot in stopping trains between the faster trains. It was thought that the under-powered and 75mph-limited 165's could affect express train punctuality – and with a xx30 stopping train arrival and xx31 fast train departure from High Wycombe this was probably true (although there are probably 3 minutes "charter time" recovery included in the xx43 and 5 minutes in the xx16 working timetable). My observations were that the xx43 stopping trains were arriving in the bay at High Wycombe two minutes early, and the following xx07 fast trains were arriving 2 minutes after the stopping trains (and taking 23mins), and would probably depart one minute late.

As these are stopping trains, presentation of the data will be different from that normally used. We start with a graphical comparison, produced from the downloaded GPS track, from West Ruislip to High Wycombe. Generally, the higher speeds and improved acceleration can be identified, particularly above 40mph, and the earlier braking at higher speeds for the approach to the next station is apparent. The 172, which stopped at Denham Golf Club, actually reached similar speed towards Gerrards Cross than the 165 which passed non-stop.

The log presentation of the same data also shows acceleration to 60mph and above (lower speeds on shorter sections). What is surprising is that, in spite of the improved acceleration and higher maximum speeds, savings only of around 10seconds per section are being achieved. (David Adams observations of LM's 172's seem to confirm this). This may be due to cautious braking with the new units, but with, probably, 7/8 stops these savings may accumulate to a minute or more on a journey of 40 minutes, which is useful.



ANNUAL GENERAL MEETING 2012

The Society AGM will be held on Saturday 12 May 2012 at The Lamb, Lambs Conduit Street, London WC1.

The Committee will retire, although are eligible for re-election and members are reminded that nominations for election of the Committee must be received by the Secretary by Saturday 17 March 2012. Nomination forms are available in the members area of the website or from the Secretary. Should any member who is not presently a member of the existing Committee wish to stand would they please request a copy of the Companies House form from the Secretary to send with their nomination.

If there are more nominations than posts, then candidates will be requested to provide a personal statement, if they so wish, by 31 March 2012

Any resolutions to be debated at the AGM must be received by the Secretary by 31 March 2012.

Full details of the AGM will be included in the April 2012 Milepost and in the members area of the website after 19 April 2012