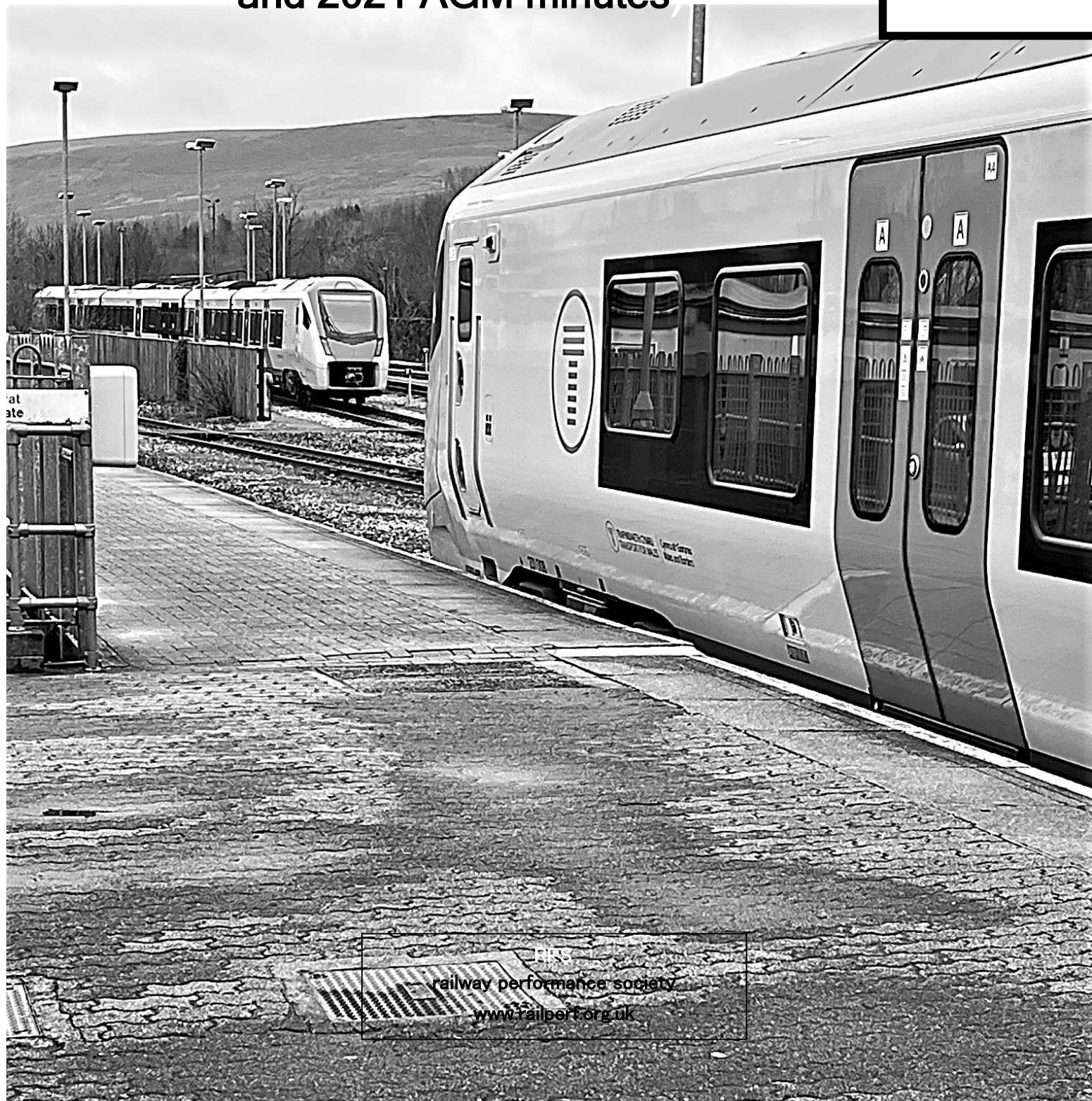


Annual Report

and 2021 AGM minutes

2022



RPS
railway performance society
www.railperf.org.uk

What an extraordinary year 2022 proved to be on the railway front. A merry-go-round of rail and transport ministers, increased government micro-management against a lack of an overall strategic rail plan; regular industrial action on multiple fronts affecting services since last summer, and crewing issues that have reduced services on some operators to something of a lottery. It is no wonder that perhaps our members have been out and about less than usual in pursuit of our hobby – though it was good to see a number turn out last July to support our first Mass Timing Day for three years, despite the somewhat testing operating challenges which had to be overcome.

On the positive side, there has been progress with the very delayed introduction of new train fleets, albeit there is still a long way to go. 2023 however looks set to see the end of HST operation other than in Scotland – and I have a sense that they may not survive many years longer north of the border either. Catch them while you can!

What has become very clear to me however over the last year is that your passion for your Society remains undimmed and as strong as ever. In last year's Annual Report, I wrote of change, and the need for succession planning to ensure continuity. Last autumn I wrote to around two-thirds of the membership – those in the younger age categories according to our records. There were certainly some in the 66-75 bracket who were flattered to be classed young and a few who demonstrated that the age records we held from the membership forms was less accurate than the TPE timetable has been this winter as a predictor of actual service, but I was overwhelmed by the volume of response I received.

The responses were incredibly positive and very reassuring for the future of the Society. Several people have come forward with offers of immediate assistance, both on and off the Committee; and a number more have indicated a willingness to come on board to help over the next few years once circumstances permit. To each and every one of you – thank you.

Like most of us, last year there was concern as to how inflation, and the pressures on the cost of living, would affect the Society's finances. Thankfully, with some careful planning by the Committee, the effect has not been as bad as first feared, but it is certainly something we will be watching carefully going forwards while inflation remains high. Already, since setting the 2023 budget, the Post Office has given notice of a substantial hike in postal charges to take effect later this year. Postage of course is quite a big element in our running costs; we have a sufficient buffer in 2023 to deal with this, but we will certainly need to factor it into the budget calculations for 2024. Members have also been very generous this year with their donations, for which again, a very sincere thank you – it makes a big difference for everyone.

I would like once again to record special thanks to Lee Allsopp for his dedication to matters Archive; David Ashley for producing such an excellent magazine for us plus many other things besides; and of course, Ian Umpleby, who does such a magnificent job with the Line Charts, and the on-line news updates. Ian has had to give up providing the weekly update on the website of current TSRs – knowing how valued this was by many members it would be good if someone felt able to come forward and take this on.

On behalf of the whole membership therefore, can I particularly thank David, Lee and Ian for everything they do for us – together, of course, with all of the other members of the Committee, who ensure behind the scenes that everything runs so smoothly.

Thank you to everyone for your support, and I hope you are all enjoying being able to be out and about with your stopwatches despite the challenges.

When writing this report last year there were tentative indications that the Covid situation would improve and things were seeming to return to normal. Initially industrial relations on TPE and Avanti deteriorated and this soon escalated to the rest of the industry resulting in little confidence in planning ahead, amended timetables and possible disruption at any time. It can only be hoped that when this report is written next year, it will be possible to say that things are returning to a normal, acceptable level and confidence in the rail industry is restored.

During the year, we have covered a number of topics in the “modern” section of the magazine, although this may have been at a reduced level due to the industrial problems already mentioned, and also possibly the RPS membership demographic, resulting in less travelling. Nevertheless, in major articles, Martin Robertson has continued to report on Fastest Times. Bevan Price has covered Class 350s in the north west, and we have reviewed current services in the Welsh marches, and the opening of the Elizabeth Line, together with supplements covering IETs in the Scottish borders and the first Mass Timing Day following the pandemic, which covered services into and out of Liverpool and Chester. In the “heritage loco” section Philip Tromans has reviewed the performance of electric traction on the WCML and Steve Griffin has continued to provide his driver commentary on the route, both historically and recently. Steam articles have included a detailed review by Michael Rowe of the Claughtons, and Alan Varley has recalled his travels on the later days of steam on the Southern Region in 1964. He has also continued his articles on performance in France. Ian Umpleby described his travels in Australia and Nigel Smedley and Frank Collins analysed current activity on the Cork main line in Ireland.

We thank all members who supplied material for the magazine in 2022, and hope they will continue to do so. It is important that we receive a varied mix of articles in all categories to maintain a balance of material, so if you have had a thought about a topic for the magazine, please submit it.

Two years ago, we were expecting to report on the introduction of new rolling stock in the following year and mentioned Classes 196, 197, 230, 720, 484, 769. It is disappointing that, two years later, only Classes 720 and 484 have arrived in any number, and it is also sad that Viva Rail went into administration, thus depriving the industry of a source of bi-mode traction created from life-expired units, although there was always doubt whether it would be viable.

Classes 196 and 197s are beginning to appear and will hopefully start featuring our magazine, together with IETs on the WCML and MML. Loco hauled travel on the Welsh Marches should also prove of interest. There must still be some doubt when the Class 701s will ever appear, but based on history, SWR will probably declare them surplus to requirements, based on its current limited timetable, and they will be offered to other TOCs!

Hopefully, the current problems will be resolved and members will feel confident to use trains enjoyably in 2023, and provide material for future articles in the magazine

Treasurers Report 2021**John Rishton****Railway Performance Society**

You can do a lot with figures. A couple of examples are that our bank paid us almost 1500% more Interest than the previous year. However, we also paid them well over 4000% more in Bank Charges! Overall, our income increased marginally whilst expenditure was down 15%, the latter due mainly to changing our Milepost printer from issue 43 onwards (we hope you appreciate the new feel to the pages). This change helped us achieve a small surplus for the year.

Inflationary pressures continue (though they appear to have peaked) but it is prudent to retain an approximately neutral balance of income and expenditure over time, and there is thus a small increase in subscriptions for 2023.

You can help keep our Bank Charges to a minimum by paying subscriptions electronically, please do so if possible. At year end we had 188 members.

PROFIT & LOSS ACCOUNT	2022	2021
Income	£	£
<i>Subscriptions</i>	4,749	4,670
<i>Interest</i>	12	1
<i>Donations</i>	229	226
<i>Other income</i>	0	0
	4,989	4,898
Expenditure		
<i>Printing</i>	2,023	2,574
<i>Postage and envelopes</i>	1,049	1,188
<i>Editor's expenses</i>	116	202
<i>Meetings expenses</i>	0	144
<i>Website costs</i>	270	270
<i>Database fee</i>	1,000	1,000
<i>Miscellaneous costs</i>	31	31
<i>Bank charges</i>	85	2
<i>Depreciation – equipment</i>	4	5
	4,579	5,417
Profit/(Loss) for the year	410	(519)
<i>Balance brought forward</i>	7,492	8,012
<i>Balance carried forward</i>	7,903	7,492
BALANCE SHEET as at 31st December 2022	2022	2021
Fixed Assets		
<i>Projector : Cost £1047 : Depreciation £1008</i>	39	44
Current Assets		
<i>Loan to Foundation</i>	4,496	4,496
<i>Bank accounts</i>	6,594	6,124
	11,090	10,620
Current Liabilities		
<i>Subscriptions in advance</i>	1,188	1,185
<i>Accruals</i>	164	112
	1,352	1,297
Total Assets	9,777	9,367
<i>Representing</i>		
<i>General Reserve</i>	1,874	1,874
<i>Profit and Loss account</i>	7,903	7,492
	9,777	9,367
General Reserve	£	£
<i>Balance at 01 Jan 22</i>	1,874	1,874
<i>Additions to Reserve</i>	0	0
<i>Reserves used during year</i>		
<i>Balance at 31 Dec 22</i>	1,874	1,874

Railway Performance Society Foundation

Our recently upgraded database has required a small number of further refinements to improve the user experience. This together with an exceptional rise in bank charges has tipped the small surplus achieved the previous year into a similar sized deficit.

Members ticking the gift aid box when making donations with their subscriptions allowed the Foundation to recover a very welcome £177 from HMRC; thank you for your generosity.

INCOME AND EXPENDITURE ACCOUNT		2022	2021
Income		£	£
Database access fees		1,055	1,015
Interest		12	1
Donations		751	867
Gift Aid refunds		177	191
		1,994	2,073
Expenditure			
Website running costs		1,332	1,247
Website development		950	500
Miscellaneous costs		13	21
Bank charges		60	0
		2,355	1,768
Surplus/(Deficit) for the year		(361)	305
Balance brought forward		1,179	874
Balance carried forward		818	1,179
BALANCE SHEET as at 31st December 2022		2022	2021
Current Assets			
Bank accounts		5,314	5,675
		5,314	5,675
Current Liabilities			
Loan from Society		4,496	4,496
		4,496	4,496
Total Assets		818	1,179
Representing			
Accumulated Funds		818	1,179
		818	1,179

The accounts of both the RPS and RPSF have been examined and approved by Roy Price, our Examiner.

Archive Report

Lee Allsopp

The RPS Archive continues to develop with a new build being delivered that fixed some bugs, and also introduced a new feature to use 'Alternate Names' so that a search would pick up instances where the station name had changed (eg Didcot and Didcot Parkway). A new build is currently in progress which will improve the presentation of dates, display loads in the search results, make it easier to find GPS tracks and fix some bugs

The Archive has continued to grow in 2022, with ~33,000 entries added to give a total of ~657,000 entries. There is ~100GB of data (541,000 files). New entries are added to the Archive every couple of months. The following material has been added to the archive in the past year, apologies if anyone has been missed out:-

- Latest material from a number of recorders, including Lee Allsopp, Ian Umpleby, Richard Neville-Carlé, David Sage, John Bull, Sean Emmett, Baard Covington, John Rishton, Bob Jennings, Paul Johnstone, John Heaton, David Ashley and Sandy Smeaton, Alan Varley
- Milepost Magazine from 2022 including supplements
- A large number of runs from Bevan Price, covering mainly Lancashire, but also many trips further afield
- A collection of ~350 notebooks from the late John Frood have been donated to the Society. John was a very keen Class 33 enthusiast. ~57 more books have been scanned, covering mainly Class 33's from Exeter and on the Bristol Portsmouth line in 1988 – 1993
- 49 more books by Richard White, covering the period 1994 to 2004
- 2 more books from Martin Robertson, mainly covering current running in Scotland

- 16 more books from Roger Hill covering commuting from Crawley to London, and from Starbeck to York
- Details of Brian Milner's runs in 2001/2002/2017
- A selection of Railtours, and logs from the 1980s to the present day from Peter Commons.
- 4 more books of logs from John Tyler covering commuting from St Albans to London from the late 1960s onwards, together with travel further afield.
- A large collection of Steam Railtours and running in the North West from Bill Long. Bill is scanning his material for us.
- A collection of runs in the West Country by Sean Greenslade, including Class 22 (North British runs)
- 12 more books from Frank Collins covering runs in 2019 - 2022
- A collection of runs from Ian Bliss (kindly scanned by Alan Varley) covering 1959 to 1977
- 31 books from Ronnie Wheeldon, covering mainly Class 33 running in the late 70s/early 80s.
- 30 books from David Lloyd-Roberts, covering both recent running and older material
- A collection from runs from 1964 – 1967 by Bob Thompson covering mainly commuting with steam on the South Western Main Line
- A collection of West Country diesel runs and Great Northern Atlantic runs by M H Cobb.
- The Irish Railway Record Society (IRRS) has a large (~550 books) collection of logs by Harry McCarthy. These have been lent to the Society, and Sean Marshall is kindly scanning them for us. 8 books have so far been entered into the Archive. The books cover predominantly Irish running, but with some interesting UK visits too.
- New member Malcolm Garner has lent us his collection of 14 notebooks, covering Southern Steam in the 1960s. 3 books have been entered into the Archive so far

There is still a significant amount of material for processing and includes the following:-

- More from Bevan Price, 5 more notebooks, and a folder of runs from the 1950s
- ~105 books from John Froom waiting to be entered
- 3 more books from Roger Hill to be entered
- 25 more books from Richard White to be entered
- 4 folders of material from John Tyler, covering a wide variety of steam runs
- Ian Bliss's runs from 1977 – 1981
- More from the North West by Bill Long
- 110 books from David Lloyd Roberts
- ~540 books from Harry McCarthy
- 11 books from Malcolm Garner

No immediate problems with a shortage of material, it is expected that there is enough work for a couple of years in normal times, with ~20000 pages scanned and awaiting processing. However, there is currently no material available to be scanned locally, so if any member wishes to lend or donate any material to be scanned, it would be most welcome. Material from any friends of members would also be welcome. Please contact me if you have anything available.

Technical Officer's report	David Stannard
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Modelling of LNER Class 800/1 Azuma performance on the Highland mainline between Perth and Inverness has revealed the presence of a dip to the north of Dalnaspidal on the climb to Drumochter summit rather than just an easing of the gradient as per the published line profile information.

Network Rail and member's on-board GPS measurements are consistent with height determinations obtained by Ian Umpleby from the Ordnance Survey database and Google Earth imaging, with an apparent decrease in height of around 14 feet between line mileage distances of 50.74 and 51.38 miles. This corresponds to a section of down-grade of -1:241

sandwiched between the main northbound up-hill gradients of +1:85 and +1:78 (c.f. gradient easing to +1:140/307/145 shown on the line profile charts). Network Rail records are in the course of being amended accordingly.

Predicted performance information has also been provided to the RAIB in connection with the Lumo overspeed incident at Peterborough on 17/04/22.

Distance Chart Editor

Ian Umpleby

Another busy year for your Editor as he tries to visit as many lines as possible so that the Charts can be as up to date as possible. Unfortunately, the data collected has exceeded the time necessary to crunch it and fewer tables have been re-issued than he had hoped for. At the time of writing the situation is very gradually improving. Signal data is being collected and will be added when time permits

Official sources, the internet and social media have been trawled to keep members abreast of current developments on the web site. My thanks also to the members who have added to this. If any member has anything they wish to post on the web site this is easy and Lee will assist if you haven't got a password. My dubious photographic and video skills have been used to, hopefully, enhance the words through our Facebook pages. I'm sorry that the Temporary Speed Restrictions list has had to be abandoned following a computer failure that lost the redundant programme through which it was received. Attempts to revive it through Network Rail proved fruitless but if anybody wishes to have a go, and produce the list themselves, feel free to do so.

Despite the economic downturn there are still many improvements, small, large and extra-large to come and I look forward to covering them all.

Meetings

David Lloyd-Roberts

The committee decided at the June 2022 committee meeting, that there would be, in principle three main members meetings a year to be held live and one on Zoom. This is subject to review.

David Stannard gave an interesting talk after the Derby committee meeting in June 2022 – this led him to the conclusion that the new Aurora units, when operating on diesel power, would not outperform the current Meridians.

The first Zoom meeting in 2023 was a talk by Alan Varley on 11 March from Nice in France. The subject was 'Heavyweight trains in England and France over the years. He also provided a new type of log that was visually more attractive for the potential use at a Zoom meeting.

Future meetings that have been confirmed are Phil Sherratt, after the AGM, on the subject of Modern Railways magazine over the years. Gordon Dudman on the South Eastern timetable on 14 October and Playing Trains on the Underground 1970 – 1993 on 25th November. The venue for these two meetings will hopefully be in London but the venue has not yet been confirmed.

John Heaton has been lined up to give a talk on the 1906 Salisbury accident. He has given this talk elsewhere, and it is likely to be programmed for the early part of 2024.

Regional meetings have been held in London (David Lloyd-Roberts), Leeds (Ian Umpleby) and Kemble (John Rishton). The subjects are usually chosen by members at the meeting.

Committee meetings take place four times a year at venues to be decided by the committee.

THE RAILWAY PERFORMANCE SOCIETY FOUNDATION

MINUTES OF THE ANNUAL GENERAL MEETING HELD ON SATURDAY 21ST MAY 2022 AT THE CALTHORPE ARMS, GRAYS INN ROAD, LONDON

Present: Frank Collins (Chair), Frank Price, Lee Allsopp, David Ashley, Mike Bruce, John Rishton, Chris Hogg, Bill Hemstock, Nigel Smedley, Sean Emmett, Keith Hallin, John Bull, David Sage, Michael Rowe, David Lloyd-Roberts, David Stannard, Ian Umpleby (17).

The meeting commenced at 12-20. The Chairman welcomed those attending, particularly as the meeting was once again being held in person rather than by zoom as in 2021.

The adoption of the notice convening the meeting was proposed by John Bull, seconded by David Sage and was approved unanimously.

Apologies for absence had been received from Bill Long, Martin Robertson, Charles Napper, Bevan Price, William Alcock, Trevor Varnam, Chris Taylor, Geoff Lowe, David Leng and Alan Varley, all with valid proxy voting forms, and from David Maidment, Richard Howlett, John Heaton and Peter Smith.

The minutes of the 2021 AGM were taken as read. Their approval was proposed by Michael Rowe, seconded by David Stannard and approved unanimously.

There were no matters arising.

The Chairman referred to the Annual Report which had been circulated with Milepost and invited comments. Nigel Smedley raised a query on finances, noting that there was a deficit of some £500 on the Society accounts and that this was likely to increase. He asked what measures the committee was taking to address this. In response, the Chairman noted that the printer had recently been changed and this would lead to some cost reductions. Postage costs were also kept under close scrutiny. The situation on subscriptions rates would be kept under review. The Chair said that he wished to thank David Sage, who was stepping down from the committee after over 30 years, Frank Price who was stepping down after 7 years as Secretary, and Baard Covington for his work on publicity. Members were encouraged to put their names forward to help to run the Society. A motion to accept the Annual Report was proposed by Bill Hemstock, seconded by Nigel Smedley, and approved unanimously.

Election of committee officials. There were 8 nominations as per the meeting notice. The Chair said that Mike Bruce had also indicated his willingness to continue on the committee. This addition was proposed by Frank Collins and seconded by Frank Price. A motion to elect the committee en bloc was then proposed by Bill Hemstock, seconded by John Bull, and approved unanimously.

A motion to approve Roy Price as Examiner of Accounts was proposed by Mike Bruce, seconded by Michael Rowe, and approved unanimously. Thanks were recorded to Peter Smith for his work as Examiner.

Any Other Business. Keith Hallin suggested that presentations on the role and work of the RPS could be given to other railway societies such as the RCTS. This could be helpful in raising the profile of the Society. It was agreed that in principle this was a good idea and would be considered at a future committee meeting.

There being no further business, the Chairman declared the meeting closed at 12-50.

Note: after the formal meeting, Michael Rowe gave a presentation on the challenges facing steam over the next 50 years.

