

Annual Report

and 2017 AGM minutes (page 10)

2018

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RPS
railway performance society
www.railperf.org.uk

Chairman's Introduction (Frank Collins)

Last year I referred to the Chinese saying 'may you live in interesting times'. For the UK rail industry, 2018 was certainly that, with plenty of high-profile projects providing plenty of headlines – and rarely the sort of headlines that those running such projects would have been planning for 2018 when the projects first commenced.

Great Western IETs apart, by the end of 2018 we didn't quite have the range of new rolling stock and services that we were expecting to have by that point, but there's still plenty happening, and, I am sure, plenty of twists and turns along the way still to come before everything is complete. This is still the biggest change to Britain's railways since the Modernisation Plan two generations ago – even if we have had to wait a little longer than we anticipated this time last year to sample the host of exciting new opportunities to experience, record and analyse that we have been promised.

The one area that we do now have some significant data on is GWR IETs – with the added dimension now of course with the nominally more powerful 802s in the mix to add to the 800s. The extent of GWR electrification has more than doubled – though sometimes the IETs still run on diesel throughout. David Stannard has continued with his excellent analysis of runs and trends – it would be fair to say that there is no evidence whatsoever that the often cited 'unmuzzling' of the 800-series' diesels has given them diesel performance remotely close to that of the 802s when running on all engines, but on an overall basis we have many more strands to the enigma that is IET diesel running and are perhaps no nearer understanding it.

We have been very fortunate to have enjoyed a very stable membership of the Society over quite a number of years now. Last year our net membership fell by just a couple of members – encouraging at one level – but we must be very mindful that on paper we are an aging Society, so attracting new members is very important for the ongoing vitality of the Society

It is a fact of life that just to stay still one has to continually move forward; to evolve and not to stagnate requires some positive energy and drive to do so. The Society will shortly celebrate its 40th birthday – so much has changed over those years, yet we still do have a number of founder members in our ranks. From the Society's perspective it is important that what we do appeals to a newer generation of members, and not just the existing membership, if we are to survive and thrive.

Over the past 12 months we have been working on three initiatives in particular. Firstly, we now have a Social Media presence – Facebook – for which we have a number of members who are regular contributors. To them, I am extremely grateful; the more regular, current content however that we can get onto it the better. We have already gained at least one new member from this means and hopefully we can gain many more

Secondly, we are currently part way through a major revamp of the RPDF side of the website and the search facilities for our fantastic collection of Archive material. As I write (mid-March) development of this is approaching being ready to go to the testing phase and I hope to be able to give a further update on this very exciting project at the AGM. The intention with this is to give us much enhanced facilities and capabilities, suited to the 21st Century and the size that the Archive has become, but also to facilitate the growth in usage of the archive over the coming years.

One of the drivers behind the establishment of the RPDF and the transfer to it of our Archive material was to try to ensure the longevity of this unique and amazing facility separately from the RPS. The RPDF has benefitted already from the generous support of members towards

its running costs – but to achieve the long-term goal we need to do more. The Committee therefore is examining how that might be achieved, looking at the Society as a whole, and how we can best generate the funds that RPDF will ultimately need to become completely self-sustaining.

Already of course a significant proportion of the Society's output is available on a 'web only' basis – with an option to pay an additional charge to receive paper copies. We are of course very mindful that a significant number of members prefer to receive material in printed form – especially of course the magazine itself. The magazine is already available via the website for members to download and store, or read, electronically if they wish, and some members have expressed an interest in only receiving material electronically – magazine included. I hasten immediately to stress that there is no intention whatsoever to discontinue printing the Magazine for the foreseeable future – although finding suitable printers and distributors could become more of a challenge – but the committee are looking at the options especially in the context of an overall strategic plan moving forwards. We will shortly be undertaking a 'feedback' exercise across the membership to give members the opportunity to contribute to the debate, ahead of decisions being taken later in the year.

The Society of course could not survive without both the support of its Members, and the dedication of a small group of members who devote many hours of their time, quite voluntarily, to run it, organise events, and produce the vast and invaluable range of materials that are our core raison d'être. I am referring of course to the Committee, to whom we owe each and every one of them a very deep debt of gratitude for what they do for the Society, selflessly and willingly. In particular I would like 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 constant on line updates. I know the weekly update on the website of current TSRs which Ian provides is particularly valued by many members. 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

That we have such a fantastic team however highlights also that none of us are getting any younger, and the need for us to be constantly mindful of the need to plan for succession; the need to ensure continuity and robustness in the running of the Society. We would therefore like to encourage more people to become involved with the running of the Society, mindful of the need to plan for successions, and in particular to ensure that in the event of an exit – planned or otherwise – that there are others who can step into the roles. I am sure that everyone will appreciate the excellent and very important roles that are undertaken by David Ashley (Editor) Lee Allsopp (Archive) and Ian Umpleby (Line Charts) in particular.

We are particularly interested therefore to hear from any members who would be able and willing to get involved in the running of the Society in any way, large or small; especially those who could assist in looking after the website, assisting Lee with the database or understudying any of the current committee functions

I should however add here a plea to reinforce what David has said in his Editor's report. The magazine is, essentially, what you make it; the ability to continue to publish varied and interesting material is entirely dependent on those who write and contribute to the magazine. So – firstly I would like to extend grateful thanks on behalf of all of the membership to each and every member who has contributed in some way – large or small - to the magazine; but also to reinforce the plea to keep the contributions coming. The more the merrier: the more David has the easier it is to produce a balance, diverse, interesting magazine that has 'something for everyone'.

Away from the Committee, both our President, John Heaton, and Keith Farr continue to be very active producing performance related articles for the Railway Magazine and elsewhere, and take plenty of opportunities to mention the Society and its work whenever they can. This is excellent profile raising for us – thank you both.

So – thank you to everyone for their support and contributions over the past year; long may it continue and long may we continue to enjoy our very special hobby. May you indeed record interesting times.

Editor (David Ashley)

It's time again to review the past year and look forward to the future.

As in recent years, we have supplied around 460 pages of material, including supplements commemorating the 50th anniversary of the end of British Steam, the 2018 Mass Timing Day which concentrated on the Reading to Bristol and Cardiff routes, and one on the introduction of the IET to south west England.

As in previous years, Martin Robertson's articles covered most of the TOCs and included the West Coast and East Coast mainlines, the Midland Main lines, Chiltern, Cross Country and Scotrail.

We had extensive coverage of UK steam, including long-forgotten routes in the south west and services through Market Harborough. There was considerable correspondence in our columns covering the power of steam and whether there was a possibility of a 110mph run on the Bournemouth line late in 1966. There was recent rail-tour coverage into the south west.

Our overseas travels took us far and wide, including to Switzerland, Canada, Spain, and Germany as well as Alan Varley's articles about France

Heritage material covered articles on the Class 37 Class 20, rail-tours, excursions and GWR Gas Turbine locomotives.

Topical material included the continuing woes of the IETs in the west, the spread of Classes 387 on the GWR, the introduction of the Class 385 in Scotland (and the diversion of the Class 365s there as well). "Virgin Driver" continued to cover driving techniques in his popular articles.

We thank all contributors for articles supplied during the year. Whilst the volume of topical material and correspondence has contributed considerably to the stock of literature on hand, we still need more articles to maintain the varied mix that members appreciate, so please still keep submitting them.

We thank Malcolm Simister in Australia for his sub-editing of Milepost in recent years. He has ventured into pastures new, and now edits the journal of the Puffing Billy Railway in Melbourne.

As for the future, the prospects for topics look good, including the promise of complete replacement of rolling stock in East Anglia, the IET introduction on the ECML and new rolling stock for Northern and Trans Pennine. The short formed HSTs should become more common, and the Class 442 should be reborn yet again.

We had intended to commemorate the 40th anniversary of the Railway Performance Society with a special supplement to review the initial performance of the new rolling stock and compare it with the situation at the end of steam (if not previously covered), in the late 1970s (when the RPS was formed), prior to the introduction of the new stock and any other notable event during the life of the route. However, the uncertainty caused by late delivery of the new rolling stock, the late completion of the necessary infrastructure, and the reluctance of the operators to commit to a new timetable in view of the fiascos in 2018, will probably result in further delays to their introduction. Perhaps the RPS should adopt Crossrail-speak and suggest that 40th anniversary publication may be delayed into the 41st year or later, and that we are unwilling to advise when it will be available! Unlike them, however, we will endeavour to keep members informed of any developments, and what we propose to do.

Distance Charts (Ian Umpleby)

The pace of change continues on Network Rail, most of it telegraphed, but with the occasional surprise. Which table number to devote to Crossrail is a decision which is receding into the future, but I'm guessing 124. The reporting of line electrification has passed its peak at Christmas and a period of famine lies in the year ahead, apart from Bristol Parkway to Cardiff. Will the Trans-Pennine loco/coaches trains be able to take advantage of enhanced speeds, unlike the class 185s, and similarly class 800s on the Highland? The answers are hopefully not far off.

A basic updating of all the Distance Charts was completed early this year. The good news is that all charts now have tabs covering bridge/crossing details, yards between mile posts, where available, and yardages for all gradients steeper than 1/75. The bad is that not all updated charts will be on the web site until maybe later in the year. A lot of signal distances have been accumulated which will be infiltrated, along with heights and bi-directional lines. Most relevant Gradient Profiles are readily available in the Ian Allan book, but, when/if time permits it may be possible to create those on uncovered lines. Metric distances are becoming more prevalent in documentation with gradient posts and mile posts being shown to the nearest metre - even where they no longer exist! More information on Irish Infrastructure has been received and the basic distance data revised. Time again dictates when updated charts can be produced but I can provide details including current TSRs upon request.

The weekly Temporary Speed Restrictions list continues to be produced on the web site together with speed/infrastructure changes. Thanks, as usual, to those members who pass on information which is gratefully received.

Archive (Lee Allsopp)

The RPS Archive has continued to grow in 2018, and is currently at ~540,000 (about 30,000 more since last year), and over 85GB of data. 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, Peter Smith, Bob Jennings, Charles Foss, Richard Neville-Carlé, David Sage, Peter Smith, Richard Howlett, John Bull, Paul Johnstone, Sean Emmett and Sandy Smeaton

David Adams collection of journeys from 2018

Milepost from 2018

2018 Steam Supplement

2018 IET Supplement

UK 2018 Fastest Time

Mass Timing Day 2018

John Rishton's fastest times from 2018

Images from 44 more of David Sage's notebooks to go with data already in the archive.

A large number of runs from Bevan Price, covering mainly Lancashire, but also many trips further afield

Noel Proudlock's runs from 2018

A wide variety of running from Derek Wilson from 1960 to the present day

Details of John Heaton's runs from in 2017 and 2018

Images from 6 more of John Heaton's notebooks to go with data already in the database

22 books from Allan Heaton covering the period 2011 to 2018

20 more books from the late Martin Barrett, with logs from 1961 onwards.

Details of Brian Milner's runs from 2007/2016 with accompanying logs

7 more books from Frank Collins, covering 2016

A folder of logs from David Ashley, covering a wide variety of modern traction

Michael Bland's collection of ~330 notebooks have been loaned to the Society by his family.

101 more books have been scanned and entered, covering the periods 1951 – 1961. This collection is now complete

A collection of ~350 notebooks from the late John Frood have been donated to the Society. John was a very keen Class 33 enthusiast. 54 more books have been scanned to far, covering mainly Class 33's from Exeter.

Class 800/802 runs to date

Colin Graham's diesel running in Scotland in 1966/1967

Mike Burrows logs from Canada

Bruce Nathan's logs from Holland and Germany

Details of Alan Varley's running from 2016 to 2018, together with scanned images from 45 more notebooks to go with data already in the database

4 folders of mainly steam running on the LNER/ER with steam recorded by Frank Manners

The website is usually updated every 6 weeks or so.

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

More from Bevan Price, about 12 more notebooks.

Material from Martin Barrett's legacy

~185 books from John Frood still to be scanned, with ~ 100 scanned and waiting to be entered

Latest runs from contributors, generates about 50 logs per week in my inbox

Had the offer of a collection of ~120 notebooks covering the period from ~1966-2015 which will be picked up shortly

No immediate problems with a shortage of material: it is expected that there is enough work for a couple of years.

Accounts and Membership (John Rishton)

(i) Railway Performance Society

We ended the year with 191 members: despite 10 joining during the year there was an overall loss of 3 over the year.

When the Rail Performance Data Foundation was set up a few years ago, the Committee agreed to utilize earlier accumulated RPS profits to transfer £8,000 cash to RPDF. For technical reasons this was done as a loan rather than a donation. The Foundation has now embarked on a major upgrade to its website, for which a budget of around £4,000 has been agreed. The first £1,500 of this is now being spent and this results in a charge to RPS to release part of the loan to enable RPDF to spend the cash.

Thus, the expenditure item "Donation to Foundation" in the accounts is an exceptional item and although a loss of £1,220 has been recorded, our ongoing activities without this item show a surplus of £280.

An examination of our outgoings reveals that the costs of postage to our small number of overseas members now exceeds the additional charge made. To cover rising postal charges the subscription for members not resident in the UK is being adjusted for the 2019 renewal.

The Committee have also agreed in principle that we should offer 'web-only' subscriptions as an option going forwards so this additional category of membership will be available from the 2020 renewal. We will, of course, be retaining the current "print" options for members to receive current publications in printed format

The accounts have been examined by Peter Smith and no adjustments were necessary. Below are the Income and Expenditure Account and Balance Sheet as at 31 December 2018.

RAILWAY PERFORMANCE SOCIETY LTD - 2018

INCOME AND EXPENDITURE ACCOUNT	Year to 2018			Year
	31/12/2018	Forecast	Variance	31/12/2017
INCOME	£	£	£	£
Subscriptions	4,196.87	4,250.00	-53.13	4,266.07
Supplement Sales	0.00	0.00	0.00	5.00
Interest	8.05	10.00	-1.95	7.73
Donations-General	321.75	200.00	121.75	282.39
Other Income	0.00	0.00	0.00	15.00
TOTAL INCOME	4,526.67	4,460.00	66.67	4,576.19
EXPENDITURE				
Printing-Milepost	1,614.28	1,900.00	285.72	1,270.35
Printing-Fastest Times	203.16	0.00	-203.16	159.12
Printing-Misc	603.06	150.00	-453.06	799.60
Milepost postage & envelopes	1,228.03	1,400.00	171.97	1,339.98
Editor's expenses	233.72	0.00	-233.72	67.91
Meetings Expenses	40.00	200.00	160.00	30.00
Website costs	244.00	325.00	81.00	313.00
Miscellaneous	72.89	50.00	-22.89	14.31
Depreciation-Equipment	7.24	0.00	-7.24	7.74
TOTAL EXPENDITURE	4,246.38	4,025.00	-221.38	4,002.01
NORMAL PROFIT/(LOSS) FOR THE YEAR	280.29	435.00	-154.71	574.18
Exceptional item - Donation to the Foundation	1,500.00	0.00	-1,500.00	
ADJUSTED PROFIT/(LOSS) FOR THE YEAR	-1,219.71	435.00	-1,654.71	574.18
Balance b/fwd from 2017	11,691.00			11,116.82
Balance c/fwd to 2019	10,471.29			11,691.00

BALANCE SHEET as at 31 December 2018

	Cost	Depreciation		
Fixed Assets			-	
Projector	1,047.06	987.30	59.76	67.00
Current Assets				
Loan to Foundation			6,496.00	7,996.00
Bank Current Account			11.08	8.43
Bank Deposit Account			6,956.26	6,770.48
			13,463.34	14,774.91
Current Liabilities				
Subscriptions in advance			1,043.19	1,067.31
Accruals			134.50	209.48
			1,177.69	1,276.79
Net Current Assets			12,285.65	13,498.12
Total Assets			12,345.41	13,565.12
Representing				
General Reserve			1,874.12	1,874.12
Profit and Loss Account			10,471.29	11,691.00
			12,345.41	13,565.12
General Reserve				
Balance at 1 Jan 2018			1,874.12	1,874.12
Balance at 31 Dec 2018			1,874.12	1,874.12

MEMBERSHIP

	2018	2017
At beginning of year	194	192
Members died/resigned	-6	-2
Members written off	-6	-2
Temporary access expired	0	-1
Renewed	182	187
Died after renewal	-1	0
New or rejoined members in year	10	7
Current membership	191	194
Temporary access	0	0

ii) Rail Performance Data Foundation

As outlined above, the Foundation is currently funding an upgrade to our Database and the RPS has converted £1,500 of the original loan used to set up the RPDF into permanent funds as the first stage of the funding for this. All further costs of the upgrade will be met by the Foundation.

The underlying position for the Foundation shows a small surplus of £27 for the year.

The upgrade will result in increased web-hosting costs for the Foundation and these will be reflected in the financial arrangements between the two organisations going forwards.

The accounts have been examined by Peter Smith and a proposed minor adjustment has been accepted and incorporated.

THE RAIL PERFORMANCE DATA FOUNDATION - 2018					
INCOME AND EXPENDITURE ACCOUNT					
	Year to		Year to		
	31/12/2018	31/12/2018	31/12/2017	31/12/2017	
	£	£	£	£	
INCOME					
Interest (gross)		8.90		9.98	
Donations-Gift aided		383.00		301.00	
Donations-Not gift aided		31.00		47.00	
Donation from RPS Ltd to fund website development		1,500.00		0.00	
Gift Aid Refunds		83.25		75.25	
Other Income		12.50		0.00	
TOTAL INCOME		2,018.65		433.23	
EXPENDITURE					
Website costs	500.00		425.00		
Website development	1,500.00				
TOTAL EXPENDITURE		2,000.00		425.00	
SURPLUS/(DEFICIT) for the year		18.65		8.23	
Balance b/fwd from 2017		8.63		0.40	
Balance c/fwd to 2019		27.28		8.63	

BALANCE SHEET as at 31 December 2018					
Current Assets					
Bank Accounts	7,510.78		8,004.63		
Gift Aid to be reclaimed	12.50		0.00		
	7,523.28		8,004.63		
Current Liabilities					
Sundry creditors	1,000.00				
Loan from RPS Ltd	6,496.00		7,996.00		
	7,496.00		7,996.00		
Net Current Assets					
Total Assets		27.28		8.63	
Representing					
Accumulated funds		27.28		8.63	

RPS Meetings (Michael Bruce)

The usual meetings have taken place at Bristol, Leeds and London during the year. The number of members attending each meeting has been in line with previous years. The starting times of each meeting have been changed. The London meeting is now at lunchtime and this seems to have pleased most attendees. The Bristol and Leeds meetings now start an hour earlier allowing members to arrive home at a more reasonable time.

The venue for London meetings, the Royal Oak at Borough, has changed from a tenant to a manager but fears that this would result in it no longer being available have been allayed, at least for the time being, so the meetings will continue to be held there.

Technical Officer (David Stannard)

Modelling of members' timing measurements for Department for Transport specified Hitachi Class 800 bi-modes has continued in order to investigate performance characteristics on both diesel and electric power, with the work now extended to include the GWR Class 802s which entered service in August 2018. The latter have not only enhanced power on diesel power from a traction package which utilizes to a greater extent the full rating of the MTU R80L engines (termed 'generator units' in Hitachi parlance), but also have noticeably faster acceleration than their stablemates on electric power. Regular updates are given in Milepost, with additional material presented in the IET section of the RPS website.

Monitoring has also continued of Voyager traction power outputs derived from model-fitting to accelerations on prolonged adverse gradients. There was again a pronounced 'summer dip' in the performance of the Cross-Country Class 220 and 221 fleets, seemingly perhaps better correlated with air pollen content than temperature.

Fastest Times (Martin Robertson)

The FT listings continue to be updated at the end of each Calendar month, or shortly thereafter. At present with the introduction of electric services in the Central Belt of Scotland, this has been by far the busiest Table in recent months.

The WCML, ECML and XC Tables together with Chiltern Line services have a steady flow of new FT's. The Midland Main Line is certainly the least busy of the main lines north of London, despite arguably having some of the more interesting traction and schedules.

I have produced Tables for the longer distance Suburban Services out of London Euston and on the Midland Main Line. To date I have only had offerings from Baard Covington and an expression of interest from John Tyler.

The Fastest Times Update Articles continue to be appreciated by our Members. As I always note at the end of each article, without contributions from our Members I would not be able to compile such a variety of routes, recorders and different traction.

The Rail Performance Data Foundation (John Rishton)

Following the survey of members carried out in 2017 the feedback has now been analysed and most of the points raised relating to the database have been incorporated in the specification for the functionality upgrade currently being implemented. This should conclude with a separate web identity for the Foundation though signed-in RPS members will be able to "click through" to the new Foundation site and seamlessly access the improved database. The upgrade work is on-going and its release will be announced to members once it has been tested and installed.

Members ticking the gift aid box when forwarding their subscriptions allowed the Foundation to recover over £80 from HMRC; thank you.

THE RAILWAY PERFORMANCE SOCIETY

MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE BRUNSWICK ARMS, DERBY, ON SATURDAY 19 MAY 2018

Present: Frank Collins (Chair), Frank Price, David Ashley, David Hobbs, Bill Hemstock, John Rishton, Nigel Smedley, Bill Long, Martin Robertson, David Burton, David Stannard, Chris Hogg, Bob Jennings, Peter Smith, Michael Rowe, Chris Taylor, Mike Burrow, Ian Umpleby, Derek Wilson, David Lloyd-Roberts, Lee Allsopp, Mike Bruce, Keith Farr, Bevan Price, David Sage.

1. The meeting commenced at 12-20. The Chair welcomed those attending.
2. The notice approving the meeting was proposed by Bill Long, seconded by Michael Rowe and approved unanimously.
3. Apologies for absence had been received from Bruce Nathan, N Tingay, Reinhard Doute, Michael Holland, John Irving, Michael Rainier, W Alcock, Trevor Varnam and C Napper (all with valid proxies) and from John Heaton, Noel Proudlock and Richard Howlett.
4. The approval of the minutes of the 2017 AGM was proposed by Bill Long, seconded by Michael Rowe and carried unanimously.
5. There were no matters arising.
6. The Chair referred to the Annual Report which had been circulated to members. He highlighted two issues: The Society now had a social media presence on Facebook – members were encouraged to participate, particularly in respect of contemporary issues. Data protection legislation was changing later in the month and a data protection policy would be published shortly. Acceptance of the Report was proposed by Bill Long, seconded by Nigel Smedley, and approved unanimously.
7. Election of Committee officials. The nominations for 2017/18 had been circulated with the meeting notice. The Chair noted that there was a vacancy on the committee for one more nomination. The nomination of Richard Howlett for this vacancy was proposed by Frank Collins and seconded by Michael Rowe. A motion to elect the Committee en bloc was then proposed by Bill Hemstock, seconded by Nigel Smedley, and approved unanimously.
8. The appointment of Peter Smith as Reviewer of Accounts was proposed by Chris Hogg, seconded by Bill Long, and approved unanimously.
9. Any Other Business. In response to a question from the floor on what steps were being taken to recruit a younger and more diverse membership, the Chair commented that regular mentions of the Society were made in articles in 'Railway Magazine'. All members were encouraged to mention the Society to potential new members and to raise the profile of the Society. The Facebook account could be helpful in recruiting younger members, and the Chair would pursue further exploitation with Bill Beckett. Membership had held up well with only seven memberships not being renewed. An article on the basics of train timing could be useful in attracting interest – Keith Farr would pursue this with John Heaton. Michael Bruce advised that due to changes in ownership, the Royal Oak would no longer be available as a venue for London meetings after the end of 2018 and a new venue would be needed.
10. A certificate of Life Membership of the Society, and a medallion, were presented to Peter Smith by the Chair in recognition of his long service to the Society.
11. The Chair thanked members for attending. There being no other business, the meeting was declared closed at 12-38.

