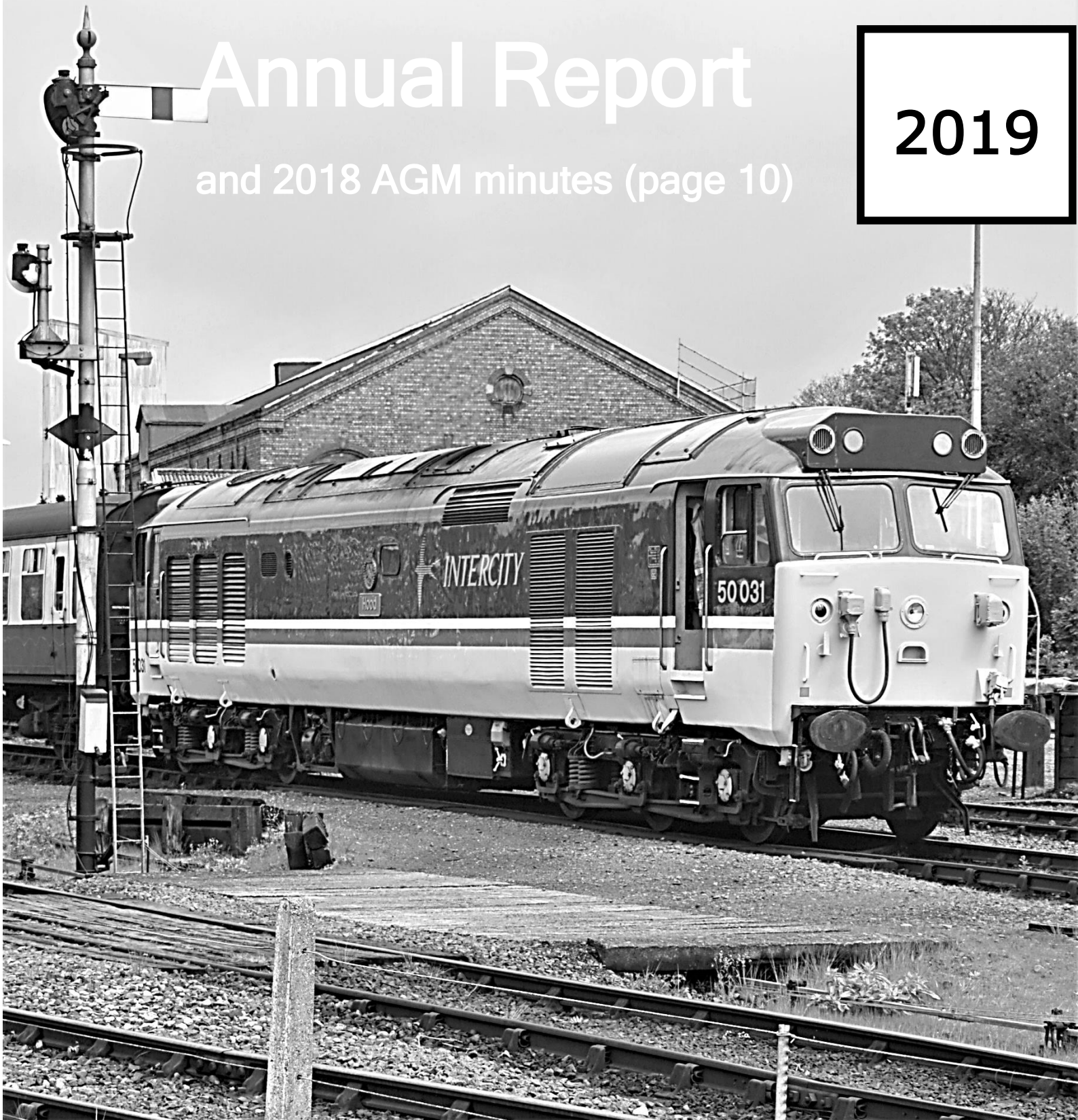


Annual Report

and 2018 AGM minutes (page 10)

2019



railway performance society
www.railperf.org.uk

Chairman (Frank Collins)

Harold Wilson famously once said that 'A week is a long time in Politics'. Given the events of the last few weeks I am sure that is something that we can all now relate to. On March 7th we had a routine committee meeting – what will now prove to be the last 'in person' for a while I suspect – and in the two weeks between then and my writing this report, the Travel landscape globally – along with almost everything else - has changed out of all recognition.

For the last two or three years in these reports I have been eagerly looking forward to the plethora of new trains on order and the new timing experiences that those will bring; and we have all, perhaps, been a little frustrated at times with the delays to (over optimistic) delivery schedules and the inevitable teething troubles around the new introductions.

By early 2020 we were starting to enjoy new trains all over the country in substantial numbers, with many more to come and significant cascades of older stock around the country also starting to take place. Many members have been sampling the new offerings and the performance on offer is breath-taking in many instances – and in a whole new league from what we have been used to.

Now of course our world has – temporarily – changed; services have been dramatically reduced and travel heavily discouraged, so further sampling of the new offerings will have to wait for a little while. Our On Line Archive will in due course no doubt reflect a dramatic fall in recording activity for the Spring and Summer of 2020.

In the meantime, those of us whose interest is modern traction will have a period of time to trawl back through the archives, and dig out hidden gems for publication in *Milepost* – just as aficionados of steam running in service in the UK have been doing for years. I am fully expecting a flood of material to arrive with our Editor for future publication over the next few months!

Work on our new website and Search Engine for the On Line Archive continues apace. There are separate sections about this both elsewhere in this report and in the April *Milepost* but I would just like on behalf of the Society to express our grateful thanks to the other members of the project team – Nigel Smedley and Lee Allsopp – for the tremendous amount of work they have been putting in behind the scenes on this project to make it happen, and also to Matt Herring, who has been doing the development work.

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

As ever, with the passing of time, there comes a time when some members of the Committee decide to stand down. Last year, Richard Howlett decided to stand aside, and this year, David Hobbs is doing so after over a decade on the Committee looking at technical matters. I would like therefore to record our grateful thanks to both of them for everything that they have done for the Society over the years – thank you.

In their place I am delighted to welcome Richard Neville-Carle, who will be familiar to those who have attended the London meetings in particular, and also to welcome back to the Committee Baard Covington. Baard will be assuming the PR and publicity brief, with a specific mission to continue to raise the profile of the Society with a view to attracting new and younger members, and also to continue to develop our presence on Social Media. Thanks are also due to Baard for setting up the special arrangements to make this years' AGM possible.

Thank you to everyone for your support; above all in the next few months stay safe and stay healthy, and I look forward to everyone being able to be out and about with their stopwatches before too long

Editor (David Ashley)

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

As in recent years, we have exceeded 400 pages of output, although perhaps not in the way expected this time last year. Once again, late delivery and commissioning of new rolling stock has resulted in us being unable to produce a comparison of 1970s rolling stock with the newly introduced stock as a 40th anniversary supplement, mainly due to the sudden transition from famine to feast in the delivery of new rolling stock. However, these deliveries did allow us to produce news supplements later in the year demonstrating the performance aspects of the new units. The 2019 Mass Timing Day covered the Scotrail trains from Glasgow and Edinburgh to Aberdeen.

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, HS1 and Scotrail.

We have had extensive coverage of new rolling stock including Classes 195, 230, 331, 717, 755, TPE Class 802s and Class 68s with Nova 3 trains, and ECML Azumas. There was also interest in the introduction of the Norwich in 90 timetable and the accelerated services on the Great Western main lines.

We have covered a number of steam activities during the year, and in particular New England pilots roaming far and wide, Jubilees in the northern fells, the Baby Scots, the lines from Liverpool to Manchester, journeys on long forgotten cross country lines from Swansea to York, a number of recent steam specials in the north, and we wallowed in nostalgia when recalling a round trip from London to Leicester.

In the heritage diesel era, we covered the Ayr-Stranraer route and the BR prototype diesels. However, we are still short of material in this area, so we would ask for articles from the readership. If you require assistance please let me know.

We have also roamed far and wide in our overseas coverage, which included Austria, India, Germany, Canada, as well as Alan Varley's regular articles from France.

As mentioned above, there was considerable topical material, particularly in the area of GWR IETs and the recent Northern timetable change, and in the technical areas we covered dwell times and open rail data.

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.

As we said last year, the prospects for future topics look good – once the current travel restrictions are removed - including the bedding in of the new traction, the introduction of new rolling stock in East Anglia (Class 745), the short-formed HSTs, the Class 442s on the

Portsmouth Direct line, the expansion of routes for the Class 230s and the possibility of eventually seeing tri-mode Class 769s on the North Downs line.

RPDF – Website Project (Nigel Smedley)

The RPDF trustees approved the replacement of the current Web Database Query system with a brand-new equivalent back in late 2018.

The current system, developed by member John Bull in 2007/08, has done a great job but it has not been possible to adapt this system to meet the desire for new functions that best extract reports and information from the increasingly large amount of data that has evolved in the last 12 years or so.

Development of the new system (to be named the RPDF On Line Archive), by Computer Science graduate Matthew Herring, began in earnest in June 2019. The intention is to entirely replace the existing facility contained on the RPS web site. The On-line archive (OLA) will be launched on its own new and dedicated site that reflects the ownership of the facility, acts as more of a shop window to the wider public and provides continued ready access to RPS members. To facilitate the latter easy access tabs to/from the RPDF site will be provided on the RPS site and vice versa.

Project progress has been constrained by everyone having to support the design process in what can be quite limited amounts of spare time. Formal development of the OLA was completed in December 2019 and a thorough technical test followed in January. At this point the OLA was adjudged ready to begin its first user test cycle (there are likely to be three such events) with the assistance of 11 volunteer members.

The first cycle, completed in early February, proved to be enormously helpful; our thanks go to the willing volunteers who provided such useful feedback. The number of issues/suggestions raised varied from something not working properly, to a function possible in the current system that didn't seem to be possible in the new, to suggestions on how a function could be improved.

In terms of next steps, a new release of the OLA was planned for late March. This will rectify the most significant issues reported with a second release to follow in April to deal with as many of the usability issues as we can. This will lead into the final cycle of user testing at around the time of the AGM with formal implementation of the OLA expected to be in early June 2020.

Help and training to use the OLA will be made available to all members at implementation; there will be more on this in due course.

RPDF - Archive Update (Lee Allsopp)

The RPS Archive has continued to grow in 2019, and is currently at ~567,000 (about 27,000 more since last year), and over 91GB (~459,000 files) 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 2019

Milepost from 2019

UK 2019 Fastest Times

Mass Timing Day 2019

John Rishton's fastest times from 2019

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

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

Details of John Heaton's runs from in 2019

Images from 5 more of John Heaton's notebooks to go with data already in the database

8 more books from the late Martin Barrett, with logs from ~1970 onwards.

6 more books from Frank Collins, covering 2017/2018

A collection of ~350 notebooks from the late John Frood have been donated to the Society.

John was a very keen Class 33 enthusiast. ~45 more books have been scanned to far, covering mainly Class 33's from Exeter and on the Bristol Portsmouth line.

Class 800/801/802 runs to date

Details of Alan Varley's running from 2019, together with scanned images from 69 more notebooks to go with data already in the database

9 books from Richard Balkwill, covering mainly Southern Steam from 1958 – 1966

38 books from Philip Balkwill covering mainly Southern Steam and Deltic running

10 folders of logs from Hugh Ellison covering lots of WCML steam running. Many runs by Peter Barlow are also included

2 more books from Nigel Smedley covering 2015 – 2018

69 books by Richard White, covering the period 1968 to 1978, with Steam in the North West, the last days of the Westerns and lots of Deltic runs.

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 11 more notebooks.

Material from Martin Barrett's legacy

~250 books from John Frood still to be scanned, with ~ all now scanned and waiting to be entered

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

~60 more notebooks from Richard White covering the 1970s and 1980s

~45 more notebooks from Martin Robertson, with more to come as he scans them

Brian Milner's runs from 2006 and 2018

32 more books from Philip Balkwill

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

Treasurers Report 2019 (John Rishton)

Railway Performance Society

The Society welcomed 12 new members during the year and ended with our highest ever membership of 198.

MEMBERSHIP	2019	2018
At beginning of year	191	194
Members died/resigned	-4	-6
Members written off	-1	-6
Renewed	186	182
Died after renewal	0	-1
New or rejoined members in year	12	10
Current membership	198	191
Temporary access	3	0
Temporary access expired	-3	0

The new Rail Performance Data Foundation website was almost ready to undergo intensive testing by the year end (see elsewhere in this Report for further details of progress) and as a result further payment has been made to the developer. To cover this a further £2,000 has been converted from the original loan from the RPS to the RPDF, into a donation.

An examination of our outgoings reveals that costs continue to rise and, as you will by now be aware, it has become necessary to raise the basic membership fee. To counter the rise, our first since 2015, a new "Web Only" category of membership will also be available in 2020.

RAILWAY PERFORMANCE SOCIETY LTD - 2019	Year to 31/12/2019	2019 Forecast	Variance	Year to 31/12/2018
INCOME AND EXPENDITURE ACCOUNT				
INCOME				
Subscriptions	4,258.63	4,250.00	8.63	4,196.87
Interest	16.18	10	6.18	8.05
Donations-General	241.36	300	-58.64	321.75
TOTAL INCOME	4,516.17	4,560.00	-43.83	4,526.67
EXPENDITURE				
Printing-Milepost	1,427.14	1,750.00	322.86	1,614.28
Printing-Fastest Times	237.5	200	-37.5	203.16
Printing-Misc	441.82	650	208.18	603.06
Milepost postage & envelopes	1,161.81	1,400.00	238.19	1,228.03
Editor's expenses	386.68	100	-286.68	233.72
Meetings Expenses	40	100	60	40
Website costs	0	325	325	244
Data Base, members access fee	500	0	-500	0
Miscellaneous	58.38	75	16.62	72.89
Depreciation-Equipment	5.98	0	-5.98	7.24
TOTAL EXPENDITURE	4,259.31	4,600.00	340.69	4,246.38
PROFIT/(LOSS) FOR THE YEAR	256.86	-40	296.86	280.29
Exceptional item - Donation to the Foundation	2,000.00			1,500.00
ADJUSTED PROFIT/(LOSS) FOR THE YEAR	(1743.14)			(1219.71)
Balance b/fwd from 2018	10,471.29			11,691.00
Balance c/fwd to 2020	8,728.15			10,471.29
BALANCE SHEET as at 31 December 2019				
Fixed Assets				
Projector	53.78			59.76
Current Assets				
Loan to Foundation	4496.00		6496.00	
Bank Current Account	5.86		11.08	
Bank Deposit Account	7333.94		6956.26	
	11835.80		13463.34	
Current Liabilities				
Subscriptions in advance	1071.81		1043.19	
Accruals	215.50		134.50	
			1177.69	
Net Current Assets	1287.31	10,548.49		12,285.65
Total Assets	10,602.27			12,345.41
Representing				
General Reserve	1,874.12			1,874.12
Profit and Loss Account	8,728.15			10,471.29
	10,602.27			12,345.41
General Reserve				
Balance at 1 Jan 2019	1,874.12			1,874.12
Balance at 31 Dec 2019	1,874.12			1,874.12

Rail Performance Data Foundation

As outlined above, the Foundation is currently funding an upgrade to our Database and the RPS has converted a further £2,000 of the original loan used to set up the RPDF into permanent funds as the second stage of the funding for this.

The facility of offering temporary paid for access to our database to non-members has been taken up on three occasions during the year. This plus the granting of limited third-party access to our Mileage Chart data helped create a useful surplus of income over expenditure during the year.

Members ticking the gift aid box when forwarding their subscriptions allowed the Foundation to recover almost £100 from HMRC; thank you.

THE RAILWAY PERFORMANCE DATA FOUNDATION	Year to		Period to
	31/12/2019		31/12/2018
	£	£	£
INCOME AND EXPENDITURE ACCOUNT			
INCOME			
Interest (gross)		13.48	8.90
Data Base access fees		530.00	0.00
Donations-Gift aided		329.00	383.00
Donations-Not gift aided		20.00	31.00
Donation from RPS Ltd.		2,000.00	1,500.00
Gift Aid Refunds		71.00	83.25
Other Income		500.00	12.50
TOTAL INCOME		3,463.48	2,018.65
EXPENDITURE			
Website running costs	1,215.90		500.00
Website development	1,500.00		500.00
Miscellaneous	200.00		0.00
TOTAL EXPENDITURE		2,915.90	1,000.00
SURPLUS/(DEFICIT) for the year		547.58	1,018.65
Balance b/fwd from 2018		1,027.28	8.63
Balance c/fwd to 2020		1,574.86	1,027.28
BALANCE SHEET as at 31 December 2019			
Current Assets			
Bank Accounts	6,070.86		7,510.78
Gift Aid to be reclaimed	0.00		12.50
	6,070.86		7,523.28
Current Liabilities			
Loan from RPS Ltd	4,496.00		6,496.00
	4,496.00		6,496.00
Net Current Assets			
Total Assets		1,574.86	1,027.28
		1,574.86	1,027.28
Representing			
Accumulated funds		1,574.86	1,027.28
		1,574.86	1,027.28

Technical Officer's report (David Stannard)

Performance modelling has been carried out of member's timing measurements of Hitachi bimodes which are now in service with GWR, LNER, TPE and HT in order to investigate performance characteristics of the different variants on both diesel and electric power. Noted during the year has been the upgrading of the traction control software of the GWR Class 800s to match that of the Class 802s, continuing issues with reliability of the MTU diesel engines (with in contaminated summer air it not being uncommon for 15-20% of GWR sets at any one time to be operating with at least one engine out) and the operation of LNER Azumas on the lower power settings of the engines in diesel mode but with greater than the DfT specification acceleration on electric power. Regular updates on findings are reported in Milepost.

Monitoring has also continued of Voyager traction power outputs derived from model-fitting to accelerations on prolonged adverse gradients. There continues to be 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.

Distance Chart Editor (Ian Umpleby)

The advent of new trains in your Editor's area has resulted in a 50% increase in mileage covered in 2019 compared with the 12.3k in 2018. The resultant extra time writing up logs and articles meant less time being available to update charts and a "rest" from the 3 monthly chart update had to be made in the Summer to allow some "recovery time".

Incoming information from external sources has varied from Network Rail's list of gradient changes in miles/yards/metres to the precise location of remaining jointed track throughout the network. Signal locations continue to be logged and input into updated charts when time permits. I've managed to get all the official bridge/crossing names/numbers/distances into the charts as basic tabbed entries and hope to get all this data into the main body of new/updated charts from now on, although it's another very time-consuming task. Heights/individual line directional running will also be included in the main chart print area body, but gradient and signal data will usually lie outside this area, although printable.

The weekly planned temporary speed restriction list continues to run and is now supplemented by "emergency" notifications from members which are much appreciated. The pace of change on the Network's infrastructure has again slackened but there's still plenty to report in the web-site. Information is also being disseminated on our Facebook forum which is hoped will interest non-members in our activities.

Finally, I'd like to thank the many members who've provided me with information over the past year. Some tasks are taking too long to come to fruition, but I'll continue to persevere!

Publicity (Baard Covington)

The Society's presence remains active on some of the popular railway forums and Social media - with particular attention given to matter relating to train performance.

The society Facebook has 79 members and a number of regular contributors but is not yet attracting the level of attention of some of our other Social Media outlets. Facebook seems to be a user-focused platform - which means business pages have to be linked to a personal account. I'm looking into how a standalone page might be able to be created.

The Society Twitter account now has 279 followers.

There is no Instagram account at present, but plans are afoot to create one.

The Society YouTube channel has 259 followers. Due to time constraints, there has been no new content uploaded in the last six months, but a fair amount of footage has been filmed lately

with a plan to produce and upload some new videos in the spring. The most popular videos posted in the last year were 0 -125mph departures of a Class IET from Reading and an East Midlands ex-Grand Central HST from Luton Airport Parkway - which generated 11,000 and 5,600 views.

In the grand scheme of things - these are not the biggest circulating videos, but they provide the society a valuable presence.

I'm looking for regular newsworthy information from my fellow members that we can use to create some publicity. Any new fastest times, performance and reliability trends.

Area Meetings (Mike Bruce)

The usual area meetings have been held during the past twelve months, with one major change. The Bristol meeting has now been relocated to Kemble, on the Swindon-Gloucester-Cheltenham Spa line. We are now to be found at the 'Tavern Inn', right by Kemble station, which is served by hourly trains to and from Paddington. Our thanks go to John Rishton for his tireless efforts in finding a new venue for us after the Bristol venue became unsatisfactory even though it was very near Bristol Parkway station. The numbers attending the Leeds and London meetings have stood up well: time will tell if the Kemble venue turns out to be a success – these moves can be a case of 'you lose some and you gain some'. We shall see.

THE RAILWAY PERFORMANCE SOCIETY

MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE CALTHORPE ARMS, GRAYS INN ROAD, LONDON, ON SATURDAY 18 MAY 2019

Present: Frank Collins (Chair), Frank Price, David Lloyd-Roberts, Bill Hemstock, John Bull, Chris Hogg, Mike Bruce, Peter Smith, John Rishton, Ian Umpleby, Derek Wilson, John Heaton, Paul O'Neil, Lee Allsopp, Chris Taylor, David Stannard, Nigel Smedley, Sean Emmett, Martin Robertson, David Ashley, Geoffrey Lowe (21).

1. The meeting commenced at 12-22. The Chair welcomed those attending.
2. The notice convening the meeting was proposed by Bill Hemstock, seconded by David Lloyd-Roberts and approved unanimously.
3. Apologies for absence had been received from Michael Rainier, Bevan Price, Christopher Napper, Gordon Pettit, Bob Jennings, John Irving, Trevor Varnam, Michael Holland, Alan Varley, Bill Long, Neil Bowman Scothern, Roy Price and Bruce Nathan (all with valid proxy voting forms) and also from Michael Rowe, Richard Howlett and Keith Farr.
4. The minutes of the 2018 AGM were taken as read. Their approval was proposed by Peter Smith, seconded by Ian Umpleby and carried unanimously.
5. There were no matters arising.
6. The Chair referred to the Annual Report which had been circulated to members. Acceptance of the Report was proposed by Peter Smith, seconded by Chris Taylor and approved unanimously.
7. Election of Committee officials. The Chair noted that, following the circulation of the Committee nominations, Richard Howlett had advised that, for personal reasons, he wished to stand down. There was consequently a vacancy on the Committee. The Chair asked for volunteers but none was immediately forthcoming. A motion to elect the Committee en bloc was proposed by Chris Taylor, seconded by Bill Hemstock and approved unanimously.
8. The appointment of Peter Smith as Examiner of Accounts was proposed by Michael Bruce, seconded by David Lloyd-Roberts and agreed unanimously.
9. Any Other Business. The Committee was thanked for their continued efforts in supporting the Society. It was noted that the current membership was ageing (and all male). The Editor was commended for the rich variety of articles in 'Milepost'. Ian Umpleby mentioned that work on track maps of Ireland had recently been completed for the Branch Line Society. Sean Emmett advised that he had obtained gradient profiles for Ireland. Michael Bruce advised that the Bristol area meetings had been moved to Kemble on a trial basis.
10. There being no other business, the Chair declared the meeting closed at 12-35.

Notes.

1. Following the formal proceedings, Frank Collins gave a short presentation and demonstration on the website/database project. It was hoped that this would be in a position to go live by the autumn.
2. After lunch, David Langton, Timetabling Consultant and formerly Train Planning Officer for Trans Pennine Express, gave a talk on train planning techniques, with particular reference to the May 2018 TPE timetable.

