

# Annual Report

and 2016 AGM minutes (page 9)

2017



RPS  
railway performance society  
[www.railperf.org.uk](http://www.railperf.org.uk)

### **Chairman's Introduction (Frank Collins)**

Another year – another report; and change is all around us

We have been very fortunate to have enjoyed a very stable membership of the Society over quite a number of years now. Last year we had another low number of non-renewals, and once again we attracted more new members than we lost so ended the year with another all-time record of 195 members. This is very encouraging – but we must be very mindful that on paper we are an ageing 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. ‘Succession’ is all around us. For some years now, we have been anticipating the arrival of new rolling stock, and the completion of a host of electrification and other enhancement projects. 2017 saw the start of those arrivals, which are set to turn into a tsunami of deliveries in 2018 and 2019, sweeping away much that has been familiar for decades (as well as quite a lot that is somewhat newer). The traction and performance scene is set to change radically over the next couple of years; perhaps the biggest change to come to Britain’s railways since the Modernisation Plan of the 1950s and 60s.

This gives us a whole host of exciting new opportunities to experience, record and analyse. Already a small group of dedicated members have been out on the Great Western since the very first day of IETs, recording both the novel experience of electric traction, and the enigma of these bi-mode units in diesel mode. We are very fortunate to have the capabilities that we do within the Society to do a detailed analysis of what is going on, and David Stannard’s conclusions have brought much credit to the Society and attracted some valuable publicity – although it would be fair to say too that the truths revealed by the analysis were not universally welcomed. But we have the exciting prospect of extension of the electrification over the course of the next 12 months, and the uprated class 802s – and perhaps 800s too – to look forward to, together with a whole cascade of stock around the country as deliveries on GWR, the ECML and elsewhere progress.

It has been good too to see some vigorous debates going on about some issues, old and new. It matters less whether one agrees with the point of view being put forward; to disagree is healthy, especially when this occurs in a spirit of respect for the other point of view, regardless of whether or not one agrees with the point being made, and the energy of such debates can lead to a useful re-analysis of some otherwise long-held viewpoints, as well as bringing energy and vigour to the Society.

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

During the course of the year, Peter Smith has retired as Treasurer after about 15 years in the post. An appreciation of Peter's role was in the January magazine but I would like just to record once again our grateful thanks for his contribution over the years. We are very pleased to welcome to the committee John Rishton as Peter's successor.

The change of Treasurer however highlights 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. Sometimes – as with the change of Treasurer – one has plenty of notice of a desired retirement; on other occasions – such as the very sudden and unexpected passing of Martin Barrett a couple of years ago – we do not have that luxury. We have to be mindful that we are all getting older – but that some are older than others.

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.

The Committee are also very mindful of the increasing importance of the Website in the Society's functions, and also of the importance of an effective web presence and connection in the 21st Century. Our website generally functions well – but we are very mindful that in technical terms its software architecture is ancient, and there is no-one within the committee these days with the knowledge to undertake major redesigns of what we have or sort out a problem were it to run into something major.

We are working on developing a social media presence. We are also contemplating the possibility of updating the platform on which the website operates – albeit this is not a task to be undertaken lightly, given that this is likely to involve significant expense.

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. It is also worth highlighting, as Lee Allsopp mentions in his report below, that the Society reached a major milestone towards the end of the year, with the addition of the the half millionth entry (an IEP run from Reading to Paddington) into the database. A Press Release marking the occasion was made to the railway press - this milestone is an achievement of which the Society can be proud and again thanks to our archivist Lee Allsopp for all his efforts with the database.

In addition, I would also extend our grateful thanks to Martin Robertson, for maintenance of the UK Fastest Times listings in addition to his regular column in the magazine.

Attendances at Area meetings have also been excellent over the last year – thank you for your support of those, and thank you to the three organisers for making sure they happen. Those of you

who frequent these meetings will know what varied and fascinating topics are covered in the discussions – as well as what an excellent opportunity they are to meet and get to know other members.

The Chinese have a saying – ‘may you live in interesting times’. The next couple of years in the UK railway scene will certainly be that.

### **Editor (David Ashley)**

Another year has passed, and it is time again to review the past year and look forward to the future. As in previous years, we have supplied around 460 pages of material, including supplements commemorating the 50th anniversary of the end of Southern Steam, the 2017 Mass Timing Day which concentrated on the Preston-Carlisle section of the WCML, and one on the introduction of the IET on GWR.

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 and Cross Country. We had extensive coverage of UK steam, including preserved steam in Yorkshire, a detailed analysis of Wales in the 1940s, and activity in the north-west. We even examined the introduction of Stephenson’s Rocket in 1825!

Our overseas travels took us far and wide, including to USA, Spain, Germany, Sweden, Finland, Italy and Australia as well as Alan Varley’s articles about France.

Topical material included the introduction of the IET, the spread of Classes 345, 387 and 707s, and in the coming year we will consider the extension of Thameslink services, the introduction of the IETs into South West England, the additions to TPE’s rolling stock and the introduction of Class 385s in Scotland.

We thank members who contributed to the magazine in 2017 and look forward to receiving material for publication in 2018. We are still short of heritage diesel and electric topics, and also for major modern-traction articles, although these are partially offset by topical material. But to maintain the correct balance in the magazine we need a broad cross section of articles on hand, so please keep supplying material. If you require assistance, please let me know.

We will be issuing a supplement in July commemorating the 50<sup>th</sup> anniversary of the end of British steam, and which will cover the final two years of operation on a regional basis. If you are able to supply material for this publication – either in the form of a complete article or simply of your anecdotes – again please let me know.

### **Distance Charts (Ian Umpleby)**

This has been another challenging year with many large Network Rail Projects still under way or completed. The volume of work completed around the Christmas/New Year period, in particular the Thameslink scheme, ensured that the January chart issue was much later than usual in order to keep the charts as up-to-date as possible. This impinged on your Editor’s only “quiet” time of year but some progress has been made on reducing his work backlog. Various features are being added to the charts as time permits, including colour coding to help bring out the main features. 35,000 bridge names/numbers and many thousands of previously unknown crossing names are being gradually infiltrated into the charts as are lists of mile post yardage discrepancies covering certain lines. Complete signal distance information for the ECML has been incorporated in the relevant charts (outside station areas) and it’s hoped to extend this to other lines, especially those in featureless terrain such as Lockerbie to Carstairs, to add to other ways of recording in the dark. Updating the Irish Charts and investigating West Coast Main Line mile posting has restarted but spare time will continue to be at a premium throughout the rest of the year. I appreciate all the information members have sent me, even those pointing out my mistakes! The website continues to be updated promptly with Network Rail infrastructure changes and the weekly Temporary Speed

Restrictions digest. Don't forget that if you see anything of interest to fellow members, it can be posted directly to the web site Forum. Lee Allsopp can advise if you're unsure of the procedure.

### **Archive (Lee Allsopp)**

The RPS Archive has continued to grow in 2017, passing the 500,000 mark in late November, with over 510,000 entries currently (about 30,000 more since last year), and over 80GB 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, and Richard Howlett, Sandy Smeaton
- David Adams collection of journeys from 2017
- Milepost from 2017
- Southern Steam Supplement
- UK 2017 Fastest Times
- UK 2017 Historical Fastest Times
- Mass Timing Day 2017
- John Rishton's fastest times from 2017
- Images from 24 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 2017
- A wide variety of running from Derek Wilson from 1960 to the present day
- Details of John Heaton's runs from 2015 to 2017
- Images from 42 more of John Heaton's notebooks to go with data already in the database
- 24 books from the late Martin Barrett, with logs from 1961 onwards.
- 3 more books from Huw Gould, covering 1953 - 1957
- Details of Brian Milner's runs from 2008/2015/2016 with accompanying logs
- 10 more books from Ian Mitchell covering 1965 to 1979
- 6 more books from Frank Collins, covering 2015/2016
- A folder of logs from David Ashley, covering a wide variety of modern traction
- A file of runs recorded by David Milton, and donated to the Society by the Somerset & Dorset Steam Trust. Covers mainly the Bristol Birmingham line and Southern Steam
- Michael Bland's collection of ~330 notebooks have been loaned to the Society by his family. 212 books have been scanned and entered so far, covering the periods 1949 – 1951 and 1962 – 2011. Lots of steam and diesel hydraulics.
- A collection of ~350 notebooks from the late John Frood have been donated to the Society. John was a very keen Class 33 enthusiast. 11 books have been scanned to far, covering mainly Class 33's from Exeter, with some Class 52 runs too.
- More runs from Howard Claridge on the East Coast, Great Western and Southern
- Class 800 runs to date

The website is usually updated every six weeks or so.

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

- More from Bevan Price, about 15 more notebooks.
- More DMU running from Derek Wilson
- Material from Martin Barrett's legacy
- Many more of John Heaton's and David Sage's books to come
- ~120 books from Michael Bland still to be scanned
- ~340 books from John Frood still to be scanned
- Sean Emmett is scanning his notebooks for the archive
- Latest runs from contributors, generates about 50 logs per week in my inbox

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

## Accounts and membership (Peter Smith/John Rishton)

### Railway Performance Society Ltd 2017

<b>INCOME AND EXPENDITURE ACCOUNT</b>				
	Year to 31-12-17	2017.00 Forecast	Variance	Year to 31-12-16
	£	£	£	£
<b>INCOME</b>				
Subscriptions	4266.07	4180.00	86.07	4157.37
Supplement Sales	5.00	0.00	5.00	10.00
Interest	7.73	35.00	-27.27	28.41
Donations-General	282.39	100.00	182.39	421.59
Other Income	15.00	0.00	15.00	0.00
<b>TOTAL INCOME</b>	<b>4576.19</b>	<b>4315.00</b>	<b>261.19</b>	<b>4617.37</b>
<b>EXPENDITURE</b>				
Printing-Milepost	1270.35	1800.00	529.65	1545.68
Printing-Fastest Times	159.12	0.00	-159.12	159.12
Printing-Misc	799.60	250.00	-549.60	892.93
Milepost postage & envelopes	1339.98	1400.00	60.02	1065.85
Editor's expenses	67.91	0.00	-67.91	119.27
Meetings Expenses	30.00	200.00	170.00	50.00
Website costs	313.00	200.00	-113.00	256.00
Miscellaneous	14.31	50.00	35.69	115.69
Depreciation-Equipment	7.74	0.00	-7.74	0.00
<b>TOTAL EXPENDITURE</b>	<b>4002.01</b>	<b>3900.00</b>	<b>102.01</b>	<b>4204.54</b>
<b>PROFIT/(LOSS) FOR THE YEAR</b>	<b>574.18</b>	<b>415.00</b>	<b>159.18</b>	<b>412.83</b>
Balance b/fwd from 2016	11116.82			10703.99
Balance c/fwd to 2018	11691.00			11116.82

### BALANCE SHEET as at 31 December 2017

	Cost	Depreciation		
<b>Fixed Assets</b>				
Projector	1047.06	980.06	67.00	0.00
<b>Current Assets</b>				
Scottish Widows Deposit			0.00	6000.00
Loan to Foundation			7996.00	7996.00
Bank Accounts			8.43	228.61
Bank Deposit Account			6770.48	0.00
Prepayments			0.00	70.00
			<u>14774.91</u>	<u>14294.61</u>
<b>Current Liabilities</b>				
Subscriptions in advance			1067.31	1064.13
Accruals			209.48	239.54
			<u>1276.79</u>	<u>1303.67</u>
Net Current Assets			<u>13498.12</u>	<u>12990.94</u>
<b>Total Assets</b>			<u>13565.12</u>	<u>12990.94</u>
<b>Representing</b>				
General Reserve			1874.12	1874.12
Profit and Loss Account			<u>11691.00</u>	<u>11116.82</u>
			<u>13565.12</u>	<u>12990.94</u>
<b>General Reserve</b>				
Balance at 1 Jan 2017			1874.12	
Balance at 31 Dec 2017			1874.12	

<b>FORECAST FOR 2018</b>	
<b>INCOME</b>	
Subscriptions (£21 by 100 & £26 by 83 members)	4250.00
Interest	10.00
Donations-General	200.00
Other Income	0.00
<b>TOTAL INCOME</b>	<b>4460.00</b>
<b>EXPENDITURE</b>	
Printing-Milepost	1900.00
Printing-Misc	150.00
Postage/despatch & envelopes	1400.00
Meetings Expenses	200.00
Website costs	325.00
Miscellaneous	50.00
<b>TOTAL EXPENDITURE</b>	<b>4025.00</b>
<b>PROFIT/(LOSS) FOR THE YEAR</b>	<b>435.00</b>

<b>Membership Summary</b>	2017	2016
At beginning of year	192	192
Members died/resigned	-2	-3
Members written off	-2	-4
Double year membership	0	1
Renewed	188	186
Died after renewal	0	0
New or rejoined members in year	7	6
Current membership	195	192
Temporary access	0	1

<b>THE RAILWAY PERFORMANCE DATA FOUNDATION - 2017</b>				
<b>INCOME AND EXPENDITURE ACCOUNT</b>				
<b>INCOME</b>	Year to 31/12/2017		Period to 31/12/2016	
	£	£	£	£
Interest (gross)		9.98		32.31
Access fees		0.00		15.00
Donations - gift aided		301.00		264.00
Donations - not gift aided		47.00		139.00
Gift aid refunds		75.25		65.00
Other income		0.00		0.00
<b>TOTAL INCOME</b>		<b>433.23</b>		<b>515.31</b>
<b>EXPENDITURE</b>				
Website costs	425.00		500.00	
Miscellaneous				
<b>TOTAL EXPENDITURE</b>		<b>425.00</b>		<b>500.00</b>
<b>SURPLUS/(DEFICIT) for the year</b>		<b>8.23</b>		<b>15.31</b>
Balance b/fwd from 2016		0.40		-14.91
Balance c/fwd to 2018		8.63		0.40
<b>BALANCE SHEET as at 31 December 2017</b>				
<b>Current assets</b>				
Scottish Widows Deposit	0.00		7950.00	
Bank accounts	8004.63		46.40	
Gift aid to be reclaimed	0.00		1.00	
	<b>8004.63</b>		<b>7997.40</b>	
<b>Current Liabilities</b>				
Loan from RPS Ltd	7996.00		7996.00	
Net current assets				
<b>Total Assets</b>		<b>8.63</b>		<b>1.40</b>
Representing				
Accumulated funds		8.63		1.40

## **RPS Meetings (Michael Bruce)**

Meetings have continued to be held in London, Leeds and Bristol, with the details publicised in 'Milepost'. The London meetings have been moved to lunchtimes which it is hoped will encourage greater attendance. All members are welcome to attend these meetings to exchange views on aspects of railway operation and performance.

## **Technical Officers' Report (David Stannard and David Hobbs)**

Modelling has been carried out on the performance of Hitachi Class 800 IET bimodes which entered service on the GWML in October 2017. Acceleration on electric power is impressive with performance broadly comparable to Pendolinos although with an initial more rapid start. On diesel power the IETs are also fast starters but above 50 mph the MTU R80L engines appear to be set to operate at their originally planned rating of 750hp despite talk of 'unmuzzling' to utilize the full 940hp engine design capability. As a consequence, the IETs have a lower power-to-weight ratio over much of their operating speed range than the InterCity 125 HST sets that they are replacing and this is very evident in their performance, particularly as initially there has been much more high speed running on diesel power than envisaged due to delays in the electrification programme.

Monitoring has continued of Virgin and Cross-Country Voyager traction power outputs derived from model-fitting to measured set accelerations on prolonged adverse gradients. Following what appears to have been a modification of the Cummins engine management chip there is now noticeably poorer performance of the XC Class 220s and 221 fleets in the summer months.

## **Fastest Times (Martin Robertson)**

The Fastest Times listings are updated around the end of each month for the contributions received. The current listings do not include the FT's being recorded with the Class 800 units on the Great Western which are currently being compiled by David Ashley. These records will be included in the main List when services have fully commenced throughout their area of operation.

The Scotrail FT Listings include those FT's achieved with the limited electric traction between Glasgow and Edinburgh, via Falkirk High. With the full electric service due to commence between Glasgow and Edinburgh in May / June of this year further FT offerings should be recorded. A similar update will be provided for the Glasgow and Edinburgh to Dunblane services which may commence with electric traction towards the end of 2018. Scotrail should also be welcoming HST traction for the principal Glasgow / Edinburgh to Aberdeen and Inverness services later this year.

I am open to starting FT listings for any other line which is not currently covered by the existing listings if members feel this would be useful. Most tables are simple Excel Spreadsheets which I can set up and change.

As generally noted in the Fastest Times Update articles records of all FT contributions are welcome whether in electronic or paper format, with my email and postal address included in Milepost

## **Members Survey (Frank Price)**

Members will recall that last summer you were invited to participate in a short survey to find out your views on the Society, in particular what you felt about the website, database and search facility, and what improvements you would like to see. Nearly 80 members responded to all or part of the survey and the Committee was very grateful to those of you who took the time and trouble to participate. A summary of the main findings from the survey was enclosed with the January edition of Milepost. The general impression from your responses was that you were broadly content with the service that you received from the Society, and that the website and database largely met your needs. Some improvements to reflect specific comments, including the preparation of a user guide for the search

facility/database are being pursued. If you have any further suggestions for changes or improvements then please contact any member of the Committee.

### **The Rail Performance Data Foundation (John Rishton)**

2017 was a year of consolidation for the Foundation. The Database now contains over half a million entries – more on that elsewhere in this Annual Report. Financially the Foundation made a small surplus – you can study the accounts for more details. Following a survey of members (again, more elsewhere) the Trustees are currently drawing up a specification defining what the Database should be capable of outputting. A “Users Guide” to assist Members unfamiliar with the database will be issued in due course. As noted in the Chairman's introduction, a Press Release celebrating the half millionth entry was issued towards the end of the year and we are hoping the publicity generated will increase awareness of the Society.

## **THE RAILWAY PERFORMANCE SOCIETY**

### **Minutes of the Annual General Meeting held at the Calthorpe Arms, Grays Inn Road, London, on 13 May 2017.**

Present: Frank Collins, Frank Price, Peter Smith, Nigel Smedley, John Rishton, David Foale, Lee Allsopp, Michael Rowe, David Ashley, John Heaton, Jeremy Hartill, David Bunny, Chris Hogg, Bill Long, Michael Bruce, Geoff Lowe, Noel Proudlock, Derek Wilson, Chris Taylor, Martin Robertson, Ian Umpleby, Keith Farr, David Hobbs, David Sage, Richard Howlett, Bill Hemstock, David Stannard, John Bull, Steve Marks (29).

1. The meeting commenced at 12-24. The Chair welcomed those attending.
2. The approval of the Notice convening the meeting was proposed by Chris Hogg, seconded by Bill Hemstock, and carried unanimously.
3. Apologies for absence had been received from 7 members: Bevan Price, Alan Varley, N Tingay, Bruce Nathan, Michael Holland, T Varnam, Michael Rainier (all with valid proxies) and from David Lloyd Roberts.
4. The acceptance of the minutes of the 2016 AGM was proposed by Michael Rowe, seconded by Chris Hogg, and carried unanimously.
5. There were no matters arising.
6. The Chair referred to the 2016 Annual Report and Accounts which had been circulated previously. There were no questions from the floor relating to these. The acceptance of the report was proposed by Richard Howlett, seconded by Martin Robertson, and approved unanimously.
7. Committee 2017/18. The following nominations had been received for the Committee for the forthcoming year:

POST	NOMINEE	PROPOSER	SECONDER
Chair	Frank Collins	Frank Price	David Ashley
Treasurer/ Membership Sec	Peter Smith	David Ashley	Lee Allsopp
Secretary	Frank Price	Lee Allsopp	David Ashley
Editor	David Ashley	John Rishton	C Hogg
Member	David Sage	David Ashley	Lee Allsopp
Member	David Stannard	Lee Allsopp	David Ashley
Technical Officer	David Hobbs	David Ashley	Michael Bruce
Member	Michael Bruce	David Stannard	David Hobbs
Member	Ian Umpleby	Michael Bruce	David Stannard
Member	Lee Allsopp	John Rishton	Peter Davies
Member	Michael Rowe	John Rishton	Peter Davies
Member	Vacant		

8. On a proposal from Chris Taylor, seconded by Geoff Lowe, all the above nominations were approved unanimously and the various nominees duly elected to their posts. The Chair noted that there was currently one vacancy on the Committee – there were no takers at present.

9. On a proposal from Chris Taylor, seconded by Michael Bruce, John Rishton was appointed as Reviewer of the Accounts. The meeting recorded its thanks to John for his continued work here.

10. Any Other Business. Bill Hemstock raised the issue of the age profile of RPS members. During a brief discussion, it was noted that the rate of membership renewals had been good: membership currently stood at 191. The Chair said that the Committee was aware of the issue and the need to promote and publicise the hobby. Richard Howlett advised that Claire Barrett had sent her best wishes to the Society. The Chair said that he wished to thank John Heaton and Keith Farr for continuing to publicise the Society in their articles on locomotive performance. He also wished to thank the Committee for their continued work in support of the Society and to members for attending the meeting.

12. There being no other business, the Chair declared the meeting closed at 12-38.

Following the formal business, the Society was given presentations on 100mph runs by Jeremy Hartill and on his experiences with the early days of HSTs by Noel Proudlock.