

# Annual Report

and 2014 AGM minutes (page 10)

2015



RPS  
railway performance society  
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# THE RAILWAY PERFORMANCE SOCIETY LIMITED

## 2015 ANNUAL REPORT

### Chairman – Frank Collins

It does not seem many moments since I was writing the Chairman's section for the 2015 AGM – and already another year has passed

It is a year which has seen a number of changes, some less expected than others. The sudden passing of Martin Barrett last autumn came as a great shock, and left an unexpected void at the heart of the Society. It was a great pleasure therefore to be able to fill Martin's many roles so readily – Frank Price as Secretary, Michael Rowe as Vice-Chairman, Mike Bruce onto Meetings, together with two replacement Trustees for the Foundation

We do have one further role that we would like to fill. As many of you will be aware, Peter Smith has been our Treasurer for well over a decade, and not unreasonably has decided that it is now time to move on to the next phase of life. While Peter has agreed to stand for the role again this year, this will be his last – and what we would therefore like to do is to recruit his successor as quickly as possible so that there can be a smooth period of orderly transition during the year. The Society's accounts are actually very straightforward, and it is not necessary for the Treasurer to be a qualified accountant. Most of the work in the role comes in the first three months of the calendar year, managing the membership renewal process, and putting together the accounts for the previous calendar year – for the rest of the year it's largely a matter of settling a few running expenses from time to time. If you are interested and would be willing to help, please contact either Peter, myself or any other member of the committee.

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 – just 3 members failed to respond to the renewal invitation, while 5 more either resigned or had died. We attracted 11 new members, so ended the year with an all-time record of 192 members. This is very encouraging – but we must never forget that on paper we are an aging Society, so attracting new members is very important

In 2015 we adjusted the subscriptions for the first time for several years. We were cautious in our budgeting for membership subscriptions and the higher than expected number of members is entirely responsible for the budget surplus achieved in the year. We have rationalised overheads – especially printing costs – and this enabled us to produce a 5<sup>th</sup> Edition of the magazine during the year, giving ever greater value for money back to the membership

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

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.

In addition, I would also extend our grateful thanks to Martin Robertson, who took over maintenance of the UK Fastest Times listings last year from David Sage, in addition to his regular column in the magazine, and I am pleased also to be able to welcome back Jeremy Hartill as Publicity Officer

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.

Developments in the Society have been more than matched by continuing developments under construction on the Network this year. The pace of construction is relentless; while Reading and Birmingham New Street are now largely complete, London Bridge and Crossrail continue – with work on the latter now spreading out from Central London – and a major remodelling of Waterloo is about to get underway. Electrification work continues to disrupt Great Western on a regular basis, with more and more work on the ground becoming evident every week – even if the project is massively behind time and over budget.

The amount of new rolling stock on order is almost mind-blowing – with deliveries of the first of the new generation of Thameslink and Inter City stock starting – but with big orders under construction too for Crossrail and Scotland, and big orders about to be placed also for Northern and Trans Pennine, all of which will both prompt a huge cascade of existing stock to other route, and provide a whole new set of performance and recording opportunities. Use of our railway in the UK is at an all-time high and continuing to grow, and although the railway world is changing fast, there is much happening to interest the observer of railway traction performance.

#### **Treasurer – Peter Smith**

The accounts for the year to 31<sup>st</sup> December 2015 continue to show a healthy position. Expenditure was broadly in line with budget – the £100 saving to budget reflects a discount given by our printer following problems with one edition last year – but the main contributor to our surplus for the year was higher than expected membership receipts, helped in particular by our all-time record membership of 192 at the end of the year.

<b>Railway Performance Society Ltd - 2015</b>			
<b>Membership Summary</b>	<b>2015</b>		<b>2014</b>
At beginning of year	<b>189</b>		<b>184</b>
Members died/resigned	-5		0
Members written off	-3		-5
Double year membership	<b>0</b>		<b>1</b>
Renewed	<b>182</b>		<b>178</b>
Died after renewal	<b>-1</b>		<b>0</b>
New or rejoined members in year	11		10
Current membership at 21st January 2016	<b>192</b>		<b>189</b>

<b>Income and Expenditure Account</b>	<b>Year to 31/12/2015</b>	<b>2015 Forecast</b>	<b>Variance</b>	<b>Year 31/12/2014</b>
	£	£	£	£
<b>Income</b>				
Subscriptions	4160.06	3675.00	485.06	3794.57
Back Issue Sales	0.00	0.00	0.00	0.00
Supplement Sales	8.50	0.00	8.50	16.00
Interest	34.50	35.00	-0.50	56.37
Donations-General	190.00	180.00	10.00	183.50
Other Income	0.00	0.00	0.00	0.00
<b>TOTAL INCOME</b>	<b>4393.06</b>	<b>3890.00</b>	<b>503.06</b>	<b>4050.44</b>
<b>Expenditure</b>				
Printing-Milepost	1351.28	1160.00	191.28	1172.41
Printing-Fastest Times	162.07	200.00	-37.93	171.82
Printing-Mileage Charts	239.08	150.00	89.08	651.86
Printing-Misc	141.45	400.00	-258.55	367.56
Milepost postage & envelopes	1384.99	1225.00	159.99	1352.44
Editor's expenses	77.89	0.00	77.89	143.16
Sales Items-Reproduction	0.00	0.00	0.00	0.00
Sales Items-Postage & envelopes	0.00	0.00	0.00	0.00
Publicity	0.00	0.00	0.00	0.00
Meetings Expenses	165.30	150.00	15.30	108.20
Website costs	178.00	185.00	-7.00	184.00
Miscellaneous	74.56	200.00	-125.44	128.99
Bank Charges	0.00	0.00	0.00	0.00
Depreciation-Equipment	0.00	0.00	0.00	0.00
<b>TOTAL EXPENDITURE</b>	<b>3774.62</b>	<b>3670.00</b>	<b>104.62</b>	<b>4280.44</b>
<b>PROFIT/(LOSS) FOR THE YEAR</b>	618.44	220.00	398.44	-230.00
Balance b/fwd from 2014	10085.55			10315.55
Balance c/fwd to 2016	<b>10703.99</b>			<b>10085.55</b>
<b>Balance Sheet as at 31 December 2015</b>				
Fixed Assets Cost	Depreciation			
Projector	972.32	972.32	0.00	0.00
Investment in subsidiary company		0.00		0.00
<b>Current Assets</b>				
Scottish Widows Deposit	5743.01			13250.00
Loan to Foundation	8000.00			0.00
Bank Accounts	167.05			66.39
Prepayments	0.00			0.00
Cash-in-transit	0.00			0.00
	<b>13910.06</b>			<b>13316.39</b>
<b>Current Liabilities</b>				
Subscriptions in advance	1021.00			977.06
Sundry Creditors	161.45			204.16
Accruals	149.50			175.50
	<b>1331.95</b>			<b>1356.72</b>

<b>Net Current Assets</b>	<b>12,578.11</b>	<b>11,959.67</b>
<b>Total Assets</b>	<b>12578.11</b>	<b>11959.67</b>
<b>Representing</b>		
General Reserve	1874.12	1874.12
Contingency Fund	0.00	0.00
Profit and Loss Account	10703.99	10085.55
	<b>12578.11</b>	<b>11959.67</b>

### The Railway Performance Data Foundation - 2015

#### INCOME AND EXPENDITURE ACCOUNT

	Year to 31/12/2015	Period to 31/12/2014
	£	£
<b>Income</b>		
Interest (gross)	24.00	0.00
Donations-Gift aided	240.00	482.00
Donations-Not gift aided	28.00	36.00
Gift Aid Refunds	175.00	0.00
Other Income	0.00	0.00
<b>TOTAL INCOME</b>	<b>467.00</b>	<b>518.00</b>
<b>Expenditure</b>		
Website costs	500.00	500.00
Miscellaneous		
<b>TOTAL EXPENDITURE</b>	<b>500.00</b>	<b>500.00</b>
<b>SURPLUS/(DEFICIT) for the year</b>	<b>-33.00</b>	<b>18.00</b>
Balance b/fwd from 2014	18.00	0
Balance c/fwd to 2016	-15.00	18.00

#### Balance Sheet as at 31 December 2015

<b>Current Assets</b>		
Scottish Widows Deposit	7950.00	
Bank Accounts	35.00	18.00
<b>Total Assets</b>	<b>7985.00</b>	<b>18.00</b>
<b>Current Liabilities</b>		
Loan from RPS Ltd	8000.00	
<b>Net Current Assets</b>	<b>-15.00</b>	<b>18.00</b>
<b>Net Assets</b>	<b>-15.00</b>	<b>18.00</b>
<b>Representing</b>		
Accumulated funds	-15.00	18.00

## **Editor – David Ashley**

It's time to review editorial activities during the last year, and to look forward to the new year.

Having a healthy stock of material on hand allowed us to publish an additional edition of "Milepost" in October 2015. The extension of the Mass Timing event to an eventful two days has also increased the size of this publication. Both these aspects have resulted in a total output of 476 pages, which is only slightly less than the all-time record created in 2012, when the Chiltern Mass Timing Days extended the output to three booklets.

However, the volume of material received after the publication of the additional magazine has been insufficient to restore the level of articles on hand - for future use - to previous levels. This may result in difficulties in producing magazines with the right balance of topics – both geographically and in the type of traction. We thank all the regular contributors of articles to the magazine for their submissions, although it is disappointing that less than 15% of members are actually providing material. So if you were thinking of providing an article on a topic that does not normally appear in "Milepost" please do so – if you need any assistance or advice, please contact us.

Amongst all the contributions received, Martin Robertson covered the ECML, WCML, EMT, ATW, Chiltern and Scotland extensively in his Fastest Times articles, and we also reviewed the introduction of Class 68 locomotives on Chiltern and WCML, and the deployment of Class 37s in the north-west. In the steam and heritage arena, John Rishton recalls his early travels on diesels, Martin Barrett continued his recollection of the last days of steam on the Bournemouth line, and we also covered a similar scenario in the Clyde Valley.

Overseas, Alan Varley continues to cover France, and we also extended coverage to Belgium, Australia, Germany, the USA and elsewhere.

We have continued to extend our coverage of topical material, and this has included the re-opening of lines – in particular the Borders line and the extended Chiltern line.

As to the future, we are planning to produce an additional magazine in October, which will commemorate the 40<sup>th</sup> anniversary of the introduction of the HSTs. This will cover the better runs that have appeared in "Milepost" over the years, but if you have good runs that have not appeared in print, please send them in, and we will try and include them in the publication.

Future operational activities may reveal unusual journeys around the suburbs of Glasgow, due to the four-month closure of Queen Street; the Class 387/2s may start taking over the Gatwick Express duties from the Class 442s, and maybe a Class 700 Thameslink unit may escape from the confines of Three Bridges depot – possibly releasing a Class 387/1 to GWR for ..... a shuttle service from Paddington to Hayes and Harlington! So please keep supplying material to keep the magazine topical.

## **Meetings – Michael Bruce**

The three regional meeting groups – Leeds, Bristol, and London – continue to thrive, each meeting three times a year, with wide ranging discussions and good attendances.

The Committee would like to start a fourth such group, in the Manchester/ Lancashire area – venues in Wigan or Warrington have been discussed. To take this forwards however we do need a volunteer to lead it and organise it – if you would be able/willing to do this please contact Michael Bruce or any member of the Committee

The AGM in 2015 was followed by a very successful seminar discussion around the future for steam operations on the main line in the 21<sup>st</sup> Century. We have had no further speakers in the last 12 months – though a presentation on the introduction of HSTs 40 years ago will follow this year's AGM – but are always open to suitable suggestions and contacts

### **Distance Charts – Ian Umpleby**

The optimism displayed in last year's report soon disappeared as your Editor's workload increased at a rate at which even treading water became impossible. Recovery has been slow over the winter months and the Historic Charts, Heritage Line charts and Swiss Main Lines charts remain tantalisingly close to fulfilment. Journeys to Eire/Ulster have been successful in covering those lines which need a further update, yet some lines still have to have the attendant data extracted. On the domestic front work continues on those charts which have seen little or no attention since I took over the task and these are being expanded to include as much height and gradient data as possible; I have received a multitude of gradient profiles from Eric Rudkin's collection (including many closed lines) and these together with the widening availability of accurate mapping information on the internet is most welcome but very time-consuming! Despite all this I appreciate all the information sent to me and welcome more. The updating of Infrastructure News and weekly advice of Temporary Speed Restrictions on the Web Site continues unabated and, although some long term projects such as the Borders Line and Chiltern's Oxford Parkway extension are now complete, there is much of interest to look forward to over this next year.

### **Archive – Lee Allsopp**

The RPS Archive has continued to grow in 2015 with ~ 451,000 entries currently (about 27,000 more since last year), and about 71GB 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, Michael Burrow, David Sage, and Richard Howlett

An import of latest data from David Sage's database.

David Adams collection of journeys from 2015

Milepost from 2015

UK 2015 Fastest Times

German Fastest Times 2015

UK 2015 Historical Fastest Times

Mass Timing Day 2015

John Rishton's fastest times from 2015

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

81 more books of logs from David Lloyd-Roberts containing logs from the 1960s onwards, including lots of commuting on the South Eastern Division.

Alan Varley's UK and French running from 2015

54 notebooks from S A W Harvey, covering mainly South Eastern Steam from 1937 to 1961.

40 more folders of material from Paul Ritchie, covering a large number of Railtours plus other runs from 2000 to 2014

A number of logs from Sandy Smeaton covering the 1960s/70s.

More from Philip Tromans covering mainly the MML

19 more books from John Wrottesley covering 1968 to 1986

4 books from Frank Collins covering Oct 2013 to Aug 2014

Scanned images from 50 more books by Alan Varley to go with data already in the database from 1963 to 1976

4 books of material from Dr Adrian Sumner covering a wide variety from 1954 to 2011  
A large number of runs from David Ashley covering the 1980s and 1990s  
HST and Class 333 EMU running by Derek Wilson from 1977 – 2002  
~300 steam runs by Eric Davies, kindly scanned and written up by Howard Claridge  
20 books of mainly steam running in the North East by photographer Ian Carr

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 material from David Lloyd-Roberts, with the expectation of more to come.  
More from Bevan Price, about 28 more notebooks.  
More EMU and Electric running from Derek Wilson  
A collection of logs from David Maidment  
Material from Martin Barrett's legacy

### **Technical Officer – David Stannard and David Hobbs**

David Stannard has continued monitoring Voyager and Meridian traction power outputs derived from model-fitting to measured set accelerations on prolonged adverse gradients.

The major change in 2015 has been a Meridian power output drop of around 20 rhp per engine (3.5%), apparently following an efficiency modification to the Cummins engine management chip.

Overall engine reliability remains relatively poor, with typically a quarter of Class 220 sets, a third of Class 221 sets and a quarter of Meridian sets operating with engines out.

A study of XC Voyager running on the core Manchester to Bournemouth and Bristol routes suggests that operation with an engine out only marginally degrades rather indifferent timekeeping, with the fraction of inter-station run times kept within half a minute of the WTT schedule only falling from around 70% for sets with all engines working to around 65% for sets with an engine out.

Both David Stannard and David Hobbs are available for consultation on member's queries about technical aspects of traction performance.

### **The Eco-driving Project**

This project seeks to understand how trains should be driven when punctuality and minimum energy consumption are to be achieved simultaneously. Recent progress has included extensions to the modelling of regenerative braking to deal with its twin real-world limitations of less than 100% efficiency and less than 100% capacity to handle all the power braking makes available. Currently, the simulator is being extended to handle gradients (initially non-severe gradients only) as the first stage in dealing with all infrastructure features that give rise to changes in train resistance such as curves and tunnels. These extensions are bringing considerable complications in their wake. More happily, the simulator is at long last able to solve some real-world situations such as Reading to Swindon, where all the gradients are slight.

### **Fastest Times – Martin Robertson**

It is now almost a year since I took over the stewardship of the Fastest Times Listings. It is only now that I am getting into a routine of updating the files as required at the end of each month. I do endeavour to ensure each new listing on a month by month basis is highlighted



with a # to make it simpler for members who follow the listings to ensure that their entries are included.

New sectional entries on the main routes, still require the assistance of our Editor, David Ashley, to update the Tables, as the detailing of the Tables is beyond my limited knowledge of Excel and may therefore take slightly longer to update. The secondary routes can be updated by myself when required.

I do try to respond to all emails advising of new or updated FT's, but do not be offended if I miss a few replies. Please remind myself if I appear to have missed an FT, as the listings do generate a considerable amount of paper, which can be displaced when the Fastest Times Update articles are compiled.

### **Consultancy Projects – Frank Collins**

The Society continues to be involved in a variety of consultancy projects which make use of the considerable body of data and expertise that we have available. The 2016 mass timing exercise – over two days in mid-July – was a follow-up for East Midlands Trains to that from 2015. Discussions have been held exploring whether we would be able to assist in assessing the advantages to be derived from Automatic Train Operation through the Thameslink central London tunnel section. Assistance has been given in the production of a forthcoming book on distance information in Ireland; while latterly a team have been putting together templates for standard running times to be used for scheduling main line steam operations.

### **The Rail Performance Data Foundation – Frank Collins**

2015 has been a year of consolidation for the Foundation. Our Archive – as noted above – continues to grow – but our income for the year did not quite cover the expenditure allocated to the Foundation. We are however anticipating some income from other directions in 2016.

I am delighted that we have been able to co-opt two additional Trustees during the year, in the form of David Lloyd-Roberts and Nigel Smedley, so we now have our full quota of six.

We are at the point where we like to promote the work of the Foundation more outside of the Society, as the holders of the largest collection of train performance logs in the world – both to continue to enlarge our collection of material, and promote both awareness and use of it.

We are about to undertake a press-launch for the Foundation, while a big 'mission' for us is to develop the website, so that from a technical point of view it is better able to do what is needed, and from a presentational perspective it is both separate from that for the main Society, and better focussed to the Foundation's needs. If there are any members therefore who are interested in helping out in this area, or who have contacts who may be able to assist us, do please contact me or any of the Trustees.

## THE RAILWAY PERFORMANCE SOCIETY LIMITED

### MINUTES of the 2015 ANNUAL GENERAL MEETING

**Held at The Railway Institute, York at 1215 on Saturday 16 May 2015**

**Present:** Chris Hogg, David Hobbs, David Stannard, Mike Bruce, Lee Allsopp, Bill Long, Derek Wilson, Noel Proudlock, Keith Farr, Michael Rowe, John Heaton, Roger Jackson, John Rishton, Bill Hemstock, Ian Umpleby, Nigel Smedley, Chris Taylor, David Ashley, Bevan Price, Bob Jennings, Martin Barrett, Frank Collins (22)

**Approval of Notice Convening Meeting** was proposed by **Michael Rowe**, seconded by **Bill Hemstock** and carried unanimously

**Apologies for absence:** Martin Robertson, Ben Stone, Chris Napper, Bruce Nathan, Trevor Varnum, William Alcock, M Holland, Alan Varley, Richard Howlett, David Burton, David Sage, Robert Osborne (all with valid proxies) and Peter Smith, Paul Jeffries, Paul Walker, Rory Semple, Bill Askew, Richard Neville- Carlé, Mike Bridge, Christopher Burton, David Adams, David Anderson, Frank Price, Nigel Andrews, Sandy Smeaton (25)

The acceptance of the minutes of 2014 Annual General Meeting was proposed by **Noel Proudlock**, seconded **Chris Taylor** and carried unanimously.

**There were no matters arising**

#### **Report of the Committee for the year 2014**

In response to a question from the floor the total membership is now 189. There has only been a loss of 5% in the membership non-renewals over the past few years and this has been more than compensated for by new members. This has mainly come about by the enquiries generated from the Railway Magazine articles produced by John Heaton and Keith Farr. Many thanks to them for keeping the profile of the Society so high.

In response to a question about the age profile of members, unfortunately the information was not readily to hand, but the figures will be published in the next Milepost.

**John Rishton** asked about the small number of new fastest times and **Bill Long** pointed out percentages can be misleading as there had been a large increase in German FTs, but on a small base figure.

In answer to a question about the new Borders line, **Ian Umpleby** said that the distances were worked out in metric and then converted to miles and chains.

**The acceptance of the reports** was proposed by **John Rishton**, seconded by **Bevan Price** and carried unanimously

## Committee 2015/2016

The following nominations have been received for the Committee for the forthcoming year:-

Post	Nominee	Proposer	Seconded
Chairman	Frank Collins	Frank Price	Peter Smith
Secretary	Martin Barrett	Frank Price	Peter Smith
Treasurer	Peter Smith	Frank Price	John Rishton
Editor	David Ashley	Bill Hemstock	Chris Hogg
Committee	Michael Rowe	Ian Umpleby	Peter Smith
Committee	Lee Allsopp	David Ashley	Ian Umpleby
Committee	Michael Bruce	Michael Rowe	David Ashley
Committee	David Stannard	Michael Bruce	David Hobbs
Committee	Ian Umpleby	Michael Bruce	David Ashley
Committee	David Hobbs	Bill Hemstock	David Lloyd-Roberts
Committee	Martin Robertson	Martin Barrett	Frank Collins
Committee	David Sage	Lee Allsopp	Martin Barrett

On a proposal from **Bill Hemstock**, seconded by **Chris Taylor** the above nominations were **APPROVED** unanimously and the various nominees duly elected to their posts.

### Reviewer

On a proposal from **Michael Rowe**, seconded by **Mike Bruce, John Rishton** was appointed examiner for the forthcoming year. A vote of thanks was given to John for the hard work he has undertaken in reviewing the accounts.

### Any Other Business

**Bill Hemstock** asked about progress with the Data Foundation Trust. It was stated that the archives would be available for public to access on line shortly, but this was waiting internal changes to the website. Publicity regarding this is ready to go following completion of the changes.

The meeting requested that best wishes be sent to Bruce Nathan for a speedy recovery.

**Nigel Smedley** asked who to contact with suggestions regarding improvements to the website. It was agreed they should be sent to Lee Allsopp, David Ashley and Frank Collins. This will be publicised in Milepost. The Data Foundation is probably in the lead on this. Anything other than minor changes would probably need to be outsourced at a cost of several thousand pounds. The Data Foundation will discuss at its next meeting.

### Meeting closed at 1238

