

Apr 2023 Operating Status

Pat Brewer out together this report.

Lost and a found: The USB power supply and cable for the laser level went missing. It is white in colour and could easily have been mistaken for a phone charger. So, if someone now have an extra charger, please return the Club. When doing the final cleanup of the room we found a nice socket set in a hard plastic case. It is now in the Club locker at St. Anthony's if someone is missing a set.

Visitors: We had a couple of visitors on the weekend, in particular Bonny Campbell, Tristan's and Dylan's grandmother and a past member of the club. She was kind enough to bring cookies. Calvin Bramble visited and is a friend of some of the younger members of the club. Also, Mike Linthorp a VIA engineer and friend of George Taylor paid us a visit. Although not a visitor, but one of the Club's founding members, it was nice to see Mike Doyle out for a visit.

Friday Set Up

We had set 12 as the minimum number of volunteers needed and that was the number present in the afternoon. By dinner time that had increased to 16 but fell off to 10 by 8:30pm.

Jim Graham had a crew of four to set out cars and he was able to leave by 9:10pm. He also came in at 8:00am on Saturday to finish. Having the yard set up early on Friday speeded up the process and was a goal for this month.

As just pointed out, the yard was set up early, which also seemed to speed up the overall layout setup. Paul had provided positioning measurements for the yard, which allowed it to be placed accurately right away. This was a suggestion coming out of the March operating session. The intent was that two setup teams could work their way out from the center of the layout to speed up the whole process. A team of four then worked their way along the mainline from the Yard to the East Loop, positioning, leveling, and clamping, and were able to finish that half of the layout right when the pizza arrived at 6:00pm.

The west end of the layout did not proceed as well, but it was still finished by 8:30pm which is about ½ hour behind the target time. Unfortunately, Brandon was unavoidably delayed in arriving and that affected both the loop and the branch set up, particularly the branch. Jeff's St. Anthony Yard arrived later in the afternoon, but that was an expected issue and modules at either end of its location were measured into rough position earlier. The West Loop took longer than the East Loop to set up and seemed to be without a dedicated setup team. At one point there were modules in the wrong places, and they had to be rearranged.

The four-person team on the East Loop seemed to work well as a concept. It provided enough people to place and level the module. Generally, only one member of the team handled the leveling drill throughout and one or two handled setting the stick at both the front and back of the

module. The other two people are needed when lining up the module and clamping as that can require two to hold, one to check alignment, and one under the module to do the clamping. For a time, there was a fifth person as a runner to get legs and clamps which also improved speed.

We tried pre-setting all the leg bolts, but the setting used was about ½ inch too long and the module was then too high. We need about a ½ inch more bolt thread showing above the leg block than below the leg block to make the idea work well. However, having said that, it is a good concept to have all the legs set to the same length when starting. Thanks to Bob Palmer for the suggestion and we will refine it.

One problem that didn't show itself until the wiring was done on Saturday morning was that Vesta/MP Foods and Fallowfield module sets use bolts to join both the modules and the electrical connection between the modules. They had been connected using clamps and as a result there was no track power.

Saturday Operations

Paul and Pat did the wiring on Saturday morning starting at 8:00am and it was finished by 9:10am. The test train run by George and Josh found some problems with train control and this was fixed eventually by swapping command stations. There was a broken wire under the Welsh Modules that took down the West Loop. This was eventually found and bypassed temporarily. Operations were fully underway by 10:00am.

Sunday

There were no real problems with operations on Sunday.

Takedown started with the sweep at 2:45pm. Brad Hart was takedown coordinator with Robin monitoring. Paul Anderson was out the door by 5:17pm and everyone was gone by 5:30pm. This was about 20 minutes behind our March takedown time. However, we still met the goal of leaving by 5:30pm.

Attendance

Friday afternoon – 12
Friday dinner – 16
Friday late – 10
Saturday – 3 at 8:00am
Saturday – 25 Total with 2 visitors
Saturday – 9 after dinner
Sunday – 19 at 4:00pm (peak) with 1 visitor
Sunday – 15 at 4:30pm
Sunday – 10 at 5:10pm

April 2023 Operations Stats

82 trains:

- 14 passengers, 68 Freight, 0 MoW
- several trains were run with apprentices.

25 people ran trains:

- 1 person ran 11 trains.
- 1 person ran 7 trains.
- 2 people ran 6 trains.
- 2 people ran 5 trains.
- 2 people ran 4 trains.
- 6 people ran 3 trains.
- 5 people ran 2 trains.
- 6 people ran 1 train.

Freight Breakdown:

- Through Freight: 8
- MoW Trains: 0
- Local Freight Total: 60
- Local 3 was run 8 times.
- Locals 1, 4, 5, and 11 were run 7 times each.
- Locals 2 and 8 were run 6 times each.
- Locals 6, 7, and 12 were run 4 times each.

Passenger breakdown, total: 14

- PT: 10
- PR: 3
- PL: 1

Totals:

- 99 hr 28 min of running time.
- 111 freight cars.

Put into perspective,

- 82 total trains were below the average of 90 trains.
- 99 hr 28 min running time was also below the average of 124 hr.
- 25 people running trains was close to the average of 28.
- Trains were run slightly shorter time than average (1.29 hrs per train vs 1.38)
- The number of trains run per person at 3.28 was at the average of 3.2.
- 111 freight total cars were less than the average of 147.