

HOTRAK March 2024 Operations Report

Email reports by Mark M. Stats by Brandon B. Report compiled by Dilip C.

Introduction:

This report presents a comprehensive overview of the recent operational weekend, highlighting outstanding achievements and noteworthy moments during the setup, operations, and disassembly of Jeff Hill's unique take on the S design.

Layout Design and Initial Setup:

We had a medium sized layout designed by Jeff Hill who designed a unique version of the S-design layout. What he did differently was to have two sides of the layout up against a wall. This opened a lot of space in the middle of the room which made the layout feel less crowded. In fact, had more modules been available I am sure he could have designed a layout with four parallel legs between two small loops. This would have resulted in a W design with an extremely long mainline run. Something for designers to keep in mind for the future!

An upgraded M&O Junction made its return. Thanks to Paul Anderson for his efforts in making these upgrades.

The biggest story from the weekend was the number of members, newcomers and guests present and the process efficiency we achieved.

The Friday night setup was remarkably efficient. We had about 19 people at its peak, with the layout up and leveled by 7:40 (20 min ahead of the 8:00 pm standard). Thanks to all the people present. Freight ops were completed by 8:10, (50 mins ahead of the 9:00 pm standard). This was due to a smaller number of freight cars, but most notably by the 8 runners helping out. Thanks so much. The yard crew were having a hard time keeping up with the runners!

Saturday Operations:

We had an electrical issue with M&O Junction which caused a dead zone in the wye. Part of the wiring had the polarity reversed, once fixed we were back to running. Ops started sometime around 10am I think, which was 30min after the standard of 9:30am. I counted 27 members or guests at one point, which was fantastic to see. Despite all the people I never saw the train pole empty, so despite the high attendance, everyone should have been able to run a train. We had many new applicants out for the first time who started their apprenticeship program. Thanks to those of you who were mentors to them. It is very important that we continue to onboard new members to keep our membership numbers healthy and maintain a good diversity in our membership demographic. We did not have a clinic on Saturday. If you have ideas for a clinic, send them to the President.

Sunday Operations: Sunday morning had 17 members which is a high number, again great to see. I counted 21 people in attendance prior to disassembly, a very good number. Due to a lack of confirmation, we did not run RTC on Sunday. RTC is meant now to be a standard activity on Sunday from 10-12. Please question why it isn't happening if this situation

occurs again. Big thanks to Paul Churcher for once again acquiring railroad donations from the community and upgrading the freight cars to HOTRAK standards and putting them out for sale. It generated about \$180 in revenue for the club. Disassembly started about 2:45pm. The storeroom was closed at 4:35pm and the last member left at 4:40pm (Standard is 5:50pm). By far the earliest we have ever finished the pack up. Well done to all. I attribute the greater efficiency to the number of volunteers present (many hands make light work) and the incremental efficiencies (like the module storage racks) that the Executive have been implementing since January. **Note: On one of the wyes, the Anderson Power Pole was pulled away from its wire. When disconnecting the power bus, only do so by holding onto each side of the power poles. DO NOT tug on wires, it DOES pull the wire out of its housing. This causes unnecessary efforts at the next work session.** If you are unplugging the power bus at the start of disassembly, please also disconnect the command bus wire. Otherwise, people will think it has been done and pull apart the modules only to find that the telephone cable is still connected. This can cause wire pull outs and again unnecessary efforts at the next work session.

Stats from the March 2024 operating session

97 trains ran for 124.2 hours by 30 people (all about historical averages)

Freight cars on the layout: 105 (historically a very low number)

5 apprentice runs

Freight trains: 84

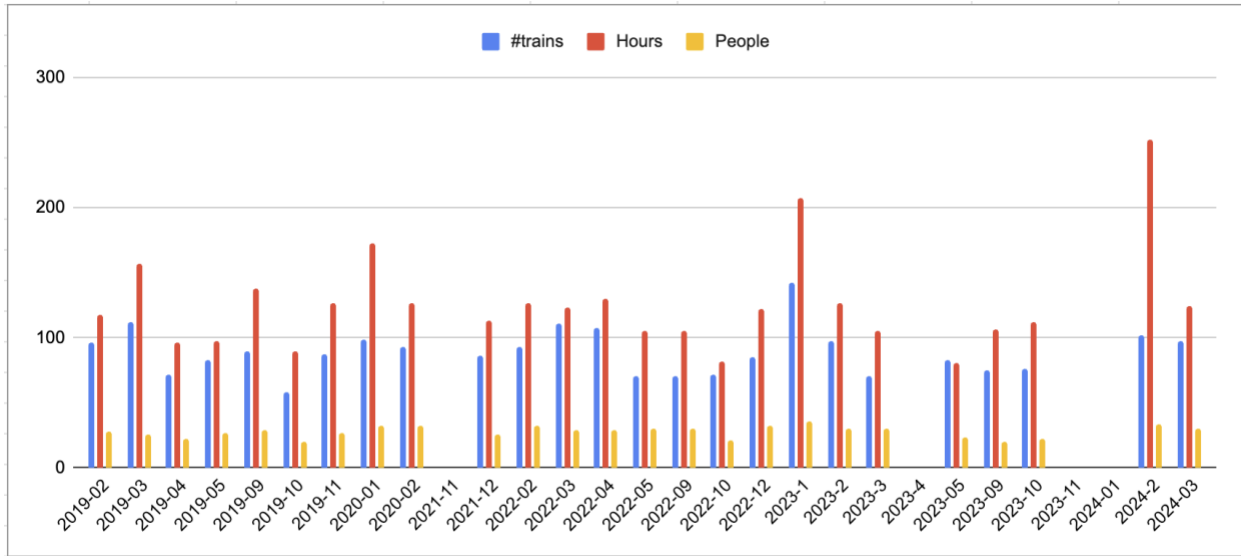
- FL: 67
- FT: 17
- MoW: 0

Passenger trains: 12

- PT: 7
- PR: 2
- PL: 3

Stats

Engineer	Number of Runs	Engineer	Number of Runs	Op Pass #	Number of Runs
Andrew J	3	Jim G	9	FL1	6
Andason C	4	Dilip C	7	FL2	8
Ben V	2	Connor W	5	FL3	9
Bob P	3	Dick S	5	FL4	6
Brad H	3	Gregg M	4	FL5	8
Brandon B	4	Andason C	4	FL6	3
Colin C	1	Brandon B	4	FL7	8
Connor W	5	David J	4	FL8	5
David J	4	Paul A	4	FL9	7
Devin H	1	Mark C	3	FL10	7
Dick S	5	Robin A	3	FT21	5
Dilip C	7	Pat B	3	FT22	6
D Hock	1	Paul C	3	FT23	4
Doug B	1	Peter T	3	FT26	6
George T	3	Nik D	3	PR59	2
Gregg M	4	George T	3	PT61	2
Jeff H	1	Kim Z	3	PT62	3
Jim G	9	Brad H	3	PT63	3
Kim Z	3	Bob P	3	PT66	3
Mark C	3	Andrew J	3		
Mark M	1	Perry E	2		
Nik D	3	Ben V	2		
Pat B	3	Mark M	1		
Paul A	4	Devin H	1		
Paul B	3	Doug B	1		
Paul C	3	D Hock	1		
Perry E	2	Jeff H	1		
Peter T	3	Colin C	1		
Robin A	3	Steve A	1		
Steve A	3				



Freight car usage

