

Oct 2022 Operating Status

Set up: The setup was reasonably well attended with 18 turning up to work on the layout. By 3 pm there were 7 members on site and the storeroom was empty. The team was filled out with an additional 8 members arriving by 16:30. An additional 4 members filled out the team by 6 pm.

The last Member owned module needed for the setup arrived by 5:00 pm which did not delay the setup activity. By the dinner break at 6:00 pm, the east main line, loop and branch were setup and levelled with the west mainline installed out from the yard and through Castor River which had served as the anchor module set. The modules required for the west side main line, branch and loop were also assembled and ready for joining and levelling. The overall setup was completed and wired in part by 8:30 pm. Populating the layout began shortly after the dinner break and was substantially completed by 9 pm.

It should be noted that those who indicated on the Arrival Time sheet, except in two cases, were on site at their specified time.

Operations: Operations began before 10 am. There was a small delay while the Loconet was checked to find where connections were not made the evening before and to locate where the signal was lower than optimum strength. There was one improper connection for the track power system and the test train found some points on the layout that required inspection and remediation by the Road Foreman.

We should note the dedication of the Road Foreman at a time of significant illness, He was on site and kept us "on track" all weekend. A great vote of thanks to him.

Disassembly: The 18 members who participated as Takedown crew who also indicated on the Arrival time sheet they would participate, were all present, except in three cases.

The crew reduced to about 10 members by 16:30 working mostly at this time to get the storeroom loaded and locked. The Takedown was substantially finished by 5:15 pm with the last members leaving the site by 5:30 pm

Overall statistics:

Overall, we ran 71 trains for a total of 82 running hours by 21 distinct people

There was always a train or two in the yard during the two days of running. Of those trains run, 61 were freight and 10 were passenger. Importantly, we had 2 trains run with apprentices progressing their orientation.

Thanks to the supervising engineers. The specific stat breakdowns were:

| <u>Freight</u> | | Individually, |
|------------------|----|-----------------------|
| Through | 11 | 1 person ran 10 times |
| Freight Local | 50 | 1 person ran 6 times |
| MoW | 0 | 2 people ran 7 times |
| | | 4 people ran 4 times |
| | | 5 people ran 3 times |
| <u>Passenger</u> | | |
| Total | 10 | 3 people ran 2 times |
| PT | 6 | 4 people ran 1 time |
| PR | 2 | |
| PL | 2 | |

Freight Locals

| | | |
|------|---------|---------|
| FL1 | was run | 4 times |
| FL2 | was run | 5 times |
| FL3 | was run | 7 times |
| FL4 | was run | 6 times |
| FL5 | was run | 5 times |
| FL6 | was run | 3 times |
| FL7 | was run | 6 times |
| FL8 | was run | 5 times |
| FL11 | was run | 5 times |
| FL12 | was run | 4 times |