**HOTRAK October 2023 Operations Report**

Compiled by Pat Brewer and Mark Christopher

Friday afternoon setup started with a small crew of only six people.  By 4:30 pm the working members started to arrive and assembly speed picked up.  There appeared to be 15 people participating at the peak.  By 8:30 pm the layout was up and Jim and crew had finished populating it.  Jim says that this is the earliest populating the layout has been completed in his memory.

On Saturday morning, wiring of the layout started at 8:00 am and trains were running by 9:00 am.  There were no wiring issues that affected operations.  The nature of the layout plan meant that there were more reversers used than normal, and more cables under the layout.  A couple of modules had minor Loconet issues which have now been corrected during the after-setup Work Session.

Pat checked out all the radios and placed batteries in 12 of them in preparation for possible RTC operations at future sessions.  In all, 22 of the radios are working, but we need more batteries.  Two radios were found to be needing work done to them.

Once again, we had an interesting layout to operate on, including Mark M’s trademark mid-loop.  There was also a relatively long single-track branch which could have as many as three trains operating in it at one time.  Operations on the weekend were a little lighter than normal with 22 people running trains.  Two of our newest Probationary Members, Matt Glas and Pete Tosello, were there.  There was a free giveaway of a significant and wide-ranging collection of donated train items dating primarily from the 1970s and early 1980s.  The Saturday dinner at the Pub Italia was attended by 9 people and one skeleton, which is the highest number since before COVID.

On Sunday, take down started at 3:00 pm and we were completely done and out the door by 5:15 pm, which is very good timing.  Steve had us well organized ensuring that modules were taken down and packed up in the order in which they go in the store room.  We had an adequate number of people available for at least the beginning of take down.  By the end, it was still the same small group of people there for the final steps.  The packing plan diagram for the storage locker is essential in this process.  Unfortunately, the storage locker, despite the recent addition, was still filled to the door.  The main reason for this is that some privately owned modules are being stored in the locker at present.

One mystery was solved on the weekend.  The radio receivers for the Loconet went missing after the Arnprior Show and were unavailable for the September and October operating sessions.  For the October session, Dick Steele loaned us his UR91 for use with the 400 series throttles and Pat Brewer loaned us his UR93 for use with the duplex throttles.  On Sunday, while looking for batteries for the radios, Pat found the radio receivers buried in the back of the bottom shelf of the Command Station behind a gallon can of paint.

The best takeaway from the weekend was that setup and takedown both went very efficiently.

Here are the statistics from the October 2023 operating session:

76 trains: 17 passenger, 59 Freight, 0 MoW

22 people ran trains:

 • 1 person ran 8 trains

 • 2 people ran 7 trains

 • 2 people ran 5 trains

 • 2 people ran 4 trains

 • 7 people ran 3 trains

 • 7 people ran 2 trains

 • 1 person ran 1 train

Freight Breakdown:

 • Through Freight: 7

 • MoW Trains: None

 • Local Freight: 52

Local 5 was run 7 times.

Locals 7 and 8 were run 6 times each.

Locals 2 and 3 were run 5 times each.

Locals 11 and 12 were run 4 times each.

Locals 1, 4 and 6 were run 2 times each

Local 9 was run once.

Passenger breakdown, total: 17

 • PT: 9

 • PR: 2

 • PL: 6

111.4 hours of running time.

**Friday Set Up**

We had 12 people signed up to help, which was exactly the minimum prescribed. Max attendance through the night was 14.

Despite only having a small number of people, the setup went very well. It shows what motivated, experienced people can do, well done all. However, there is a negative trend towards only having the minimum number of people for setup, which isn’t good.

**Disassembly:** Our max attendance for disassembly was 20.

**Operations**

Overall the weekend went well.

48 trains were run on Sat.

35 trains were run on Sun

Although lots of trains were run, the same people ran lots of trains.

Overall, Sunday attendance was low, especially in the morning.

The stats show that May logged the least number of hours ran since we started gathering stats.

It was also the third lowest attended session with 23 engineers running trains.

My subjective low attendance is borne out by the stats in that while we ran more trains in May than March, but we logged 20 less running hours and had 7 less people.

Our avg time/train was 0.97 hrs (the only time it dipped below 1) and avg train/person was 3.61(5th highest of all time).

Start 1:30

15:00 All modules were at St.A’s

17:30 All modules assembled and in location (met standard)

19:30 All modules levelled (met standard)

20:40 Freight ops complete (Standard is 20:30)

Sat

08:30 Electrical set up complete

08:30 Test train ran (not into branches)

09:10 Operations began (met standard)

Sun

2:45 Start sweep

17:00 Storereoom packed (standard met)

Not sure when the trailer was fully packed.

**May 2023 Operations Stats**

|  |  |
| --- | --- |
| **Freight – through:** | 9 |
| **Freight – local:** | 55 |
| **MoW:** | 1 |
| **Passenger total:** | 18 |
| **PT:** | 8 |
| **PR:** | 9 |
| **PL:** | 1 |
| **Total trains:** | 83 |
| **Hours of running:** | 80.9 |
| **FREIGHT LOCALS** |
| **FL1 was run 4 times** |
| **FL2 was run 6 times** |
| **FL3 was run 5 times** |
| **FL4 was run 5 times** |
| **FL5 was run 5 times** |
| **FL6 was run 3 times** |
| **FL7 was run 7 times** |
| **FL7B was run 5 times** |
| **FL8 was run 5 times** |
| **FL8B was run 0 times** |
| **FL9 was run 0 times** |
| **FL10 was run 0 times** |
| **FL11 was run 2 times** |
| **FL12 was run 8 times** |
| **FL12B was run 0 times** |