

## Sep 2022 Operating Status

We had a very large layout, quite amazing what you can fit into the dart room. Thanks to Kim Zuters for the design work.

**Set up:** Sep usually has 22 or more people out since it is the first session after the summer break. However, we peaked at 17. Given the large size of the layout the minimum was set at 15. 5 less people did have a big impact. It was noticeably longer to set up and disassemble. Electrical work and Ottawa yard staging weren't started until Sat morning.

**Operations:** Despite the longer time to setup and electrical work and Ottawa yard weren't started until sat morning, the ops did start at 09:30.

While there were not too many derailments, Mark M did experience lots of sputtering of his locomotive which he attributed to dirty track. Thanks to James for taking 2 hrs to clean the Ottawa yard tracks. Mark M inspected the rest of the layout, and he could easily see large chunks of black gunk on the rails all over the layout. It is surprising that trains ran at all. **So, during our next set up, after we assemble a module, we should clean its track. Set up foreman to take note.**

There was a short period of dropped Wi-Fi needing a restart. We continue to monitor the frequency and severity of the Wi-Fi drops.

We really need to fix M&O Junction such that it doesn't short out every time 2 or more trains go over a reversing gap. Added to the defect log. Mark took a picture of the defect items on the blackboard and will get it added to the log as well.

**Disassembly:** was complete at 6pm, 30 mins later than normal. Of the handful of people who stayed past 5pm, almost all were over 70.

### **Overall statistics:**

Overall, we ran 84 trains for a total of 119.8 running hours by 32 distinct people. Historically the number of trains and total running hours is below average, but the number of people running was maybe slightly above average.

The yard was empty at least on two occasions, at least for a short while.

Of those, 73 were freight and 11 were passenger. Importantly, we had 5 trains run with apprentices progressing their orientation.

Thanks to the supervising engineers.

The specific stat breakdowns were:

**Freight**

Through:	17
Freight – local:	56
MoW:	0

<b>Passenger total:</b>	11
PT:	5
PR:	6
PL:	0

**Participation Rates and Recommendations:**

At one point on Sunday morning, we had an equal number of newcomers (5) as engineers. The rule that you need to participate in one set up or disassembly in order to play was not adhered to by all. In the past when we had stronger volunteer numbers, we didn't pay close attention to this rule. However, adherence becomes much more important when we have critically low volunteer numbers. As a result, we will be discussing club health (membership, volunteer, and participation rates) at the next Executive meeting.

**Mark intends to monitor participation rates quite closely** and if needed, start matching layout size to confirmed participation. We all like a large and varied layout but not everyone likes getting it ready. We cannot keep asking the same folks to shoulder the burden time after time. The Exec will again discuss mitigation approaches and be ready to implement them in Oct if required.

Mark and others noticed that one or two people who ran but did not help during set up or disassembly. Mark reminded all this requirement not a couple of weeks ago. Given the participation comments above, this is unacceptable. However, if one has a medical or bona fide reason (i.e. work) then its ok, just let Mark know. There are other ways to help the club.

**Attendance taking will be resumed** during set up and disassembly from now on.

**On a more positive note, we hope that everyone enjoyed the new and newer modules that appeared, and more new ones are coming this year.**