HOTRAK September 2024 Operations Report

Notes by Andason C

Friday

The peak number of people at setup was 15. Friday Ops population was finished by 8:30pm with the layout levelled by 8:40pm, with the exception of Timber Grove (which was connected the next morning). An issue related to the new Valleyfield module and a shortage of legs led to the decision to add a grade from Mud Creek up to Valleyfield.

Valleyfield Debut

The debut of Valleyfield this weekend was well received (and well photographed) despite the module being unfinished. A tense moment occurred over the weekend when the clearance for double-stack cars through the truss bridges was called into question. A crowdsourced intermodal train was quickly assembled to quell that fear.

Saturday

Operations began at 9:45am. Freight operations ran smoothly throughout the weekend. The weekend was attended by a fewer than average number of engineers, leading to lessened traffic. The mainline was also entirely double-track and thus was enjoyed by long through-freights. A clinic was held to introduce members to Zulip and answer any questions regarding it.

Sunday

RTC was not run due to lack of engineers. Since a group of people were leaving early into takedown, the decision was taken to utilize their help and begin takedown early before they left. Takedown started by 2:05pm. The peak number of people at takedown was 14. The storeroom was closed by 4:34pm and the last person left by 4:50pm.

OPERATING SESSION

September 2024 Start Date 20

 Start Date
 2024-09-13

 End Date
 2024-09-15

TRAIN STATISTICS

| Freight | Types | F | F | L F | т в | FL1 | FL2 | FL3 | FL4 | FL5 F | FL6 | FL | .7A I | FL7B | FL8A | FL8B | FL9 | FL | 10 | FL11 | FL12A | -L12B |
|---------------|------------------|-----|------|------|------|------|------|------|------|-------|-----|----|-------|------|------|------|-----|----|----|------|-------|-------|
| - | Total Runs | | 63 | 49 | 14 | 12 | 6 | 5 | 6 | 5 | | 0 | 3 | C |) 2 | 2 | 0 | 7 | 0 |) 6 | 0 | 0 |
| | Avg Time (hh.hh) | | 1.48 | 1.51 | 1.37 | 1.26 | 2.59 | 1.39 | 1.05 | 1.25 | | | 2.07 | | 1.08 | 5 | 1. | 23 | | 1.19 | | |
| | Saturday | | 44 | 33 | 11 | 9 | 3 | 3 | 5 | 3 | | 0 | 2 | C |) C |) | 0 | 5 | 0 |) 5 | 0 | 0 |
| | Avg Time (hh.hh) | | 1.59 | 1.63 | 1.46 | 1.16 | 3.48 | 2.01 | 1.01 | 1.48 | | | 2.18 | | | | 1. | 27 | | 1.04 | | |
| | Sunday | | 19 | 16 | 3 | 3 | 3 | 2 | 1 | 2 | | 0 | 1 | C |) 2 | | 0 | 2 | 0 |) 1 | 0 | 0 |
| | Avg Time (hh.hh) | | 1.22 | 1.25 | 1.03 | 1.58 | 1.70 | 0.46 | 1.25 | 0.90 | | | 1.83 | | 1.08 | 5 | 1. | 13 | | 1.93 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| Passenger | Types | Ρ | Р | T F | PR I | PL | | | | | | | | | | | | | | | | |
| - | Total Runs | | 13 | 8 | 3 | 0 | | | | | | | | | | | | | | | | |
| | Avg Time (hh.hh) | | 0.68 | 0.86 | 0.44 | | | | | | | | | | | | | | | | | |
| | Saturday | | 8 | 4 | 2 | 0 | | | | | | | | | | | | | | | | |
| | Avg Time (hh.hh) | | 0.70 | 1.02 | 0.42 | | | | | | | | | | | | | | | | | |
| | Sunday | | 5 | 4 | 1 | 0 | | | | | | | | | | | | | | | | |
| | Avg Time (hh.hh) | | 0.66 | 0.70 | 0.48 | | | | | | | | | | | | | | | | | |
| Traina Dar I | 1 | | | | | | | | | | | | | | | | | | | | | |
| i rains Per i | Trains Per Hour | | | | | | | | | | | | | | | | | | | | | |
| | | TIN | 1E | | | | | | | | | | | | | | | | | | | |

| | | 06:00 | 07:00 | 08:00 | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 |
|------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| DATE | 2024-09-14 | 0 | 0 | 0 | 2 | 8 | 12 | 9 | 11 | 15 | 15 | 13 | 11 | 8 | 7 | 7 | 3 | 0 |
| | 2024-09-15 | 0 | 1 | 7 | 10 | 9 | 7 | 5 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |