

Feb 8-9, 2025 at CSTM: Ops summary

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Summary

1. It was a great weekend. So far I have heard nothing but positive comments about the museum experience. Specifically, people enjoy the relaxed pace knowing that there will be running opportunities beyond the weekend; running all day Sunday (not stopping at 2:45pm) the large layout size, and the open space available (not feeling cramped).
2. Over the weekend we finalized the layout. Thanks to all who helped clean the plexiglass and got the skirting installed. Big thanks to David Jeanes for creating and installing all of our module signs.
3. Some turnouts weren't programmed into JMRI initially but we added them quickly
4. There is an ongoing intermittent issue with the Castor river turnouts. If the route is flickering back and forth, follow the printed instructions next to the display to correct the issue.
5. De Beaujeu is a bottleneck for trains coming out of the east loop. We will look into moving it.
6. The soft public opening went very well. No issues observed, albeit a light attendance day in the museum. 2 museum guides were present at all times.
7. We will add some landscape fabric to the soft stantions in key areas to prevent kids shorter than the stantion height from walking underneath the barrier.
8. Event lights are still going off at 6pm, so I will follow up with museum staff.
9. Our normal staffing roles (Yard Master, Traffic Superintendent-TS, etc) went largely unfilled over the weekend. We should strive for a Yard Master on all weekends.

If there is no TS, then:

The first person in the morning needs to:

- a. Wipe the white board clean
- b. Ensure a new log sheet with the date filled in is available
- c. Ensure all train passes are accounted for (none taken home accidentally).
- d. The magnetic board has been reset

Members need to:

- a. Fill in the log for every train they run
- b. Move the magnetic marker from available to not available (slide it over the train number)
- c. Write their loco number on the white board
- d. Remove their loco number from the white board when the run is over
- e. Return their pass when their run is over.

The last person of the day (same as first person of the day):

- a. Wipe the white board clean
- b. Ensure a new log sheet with the date filled in is available
- c. Ensure all train passes are accounted for (none taken home accidentally).
- d. The magnetic board has been reset

Initial Stats (detailed stats to follow)

1. Saturday ops started at 07:00
2. Sunday ops finished at 5:00 pm
3. The weekend saw significantly less trains run than the average weekend. I chalk this up to: some people were still working on setup items and thus didn't run trains and others who would normally run lots of trains can now run trains every day so they didn't feel the need to cram it all into a weekend. I am not concerned about this, it is just an observation. I did see about 20 people at the museum each day over the weekend, so there was interest.
4. No RTC as skirting was still being installed and generally getting ready for the public soft opening

Upcoming week

1. Feel free to run any day from 07:00 to 9:00 pm
2. Museum will be installing a ramp and second stage as well as a projector
3. Museum staff need to correct their maps, they have the East and West loops backwards
4. 15/16/17 Feb will all be public days from 10am to 2pm. You can operate before and after without the public.

Notes:

1. Family passes are now in the second drawer of the command station inside an envelope. Please fill out the log if you take one so we can track where the passes are going.
2. Build your own freight trains have their own passes, BL 90, BL 91 and BL 92. Please use them so that we can track how often they are being used.
3. Our normal operating rules (i.e. train length) still apply during weekends to avoid congestion. After 5pm on weekends and during the week when there aren't a lot of trains running, you can run long trains until told otherwise.
4. No food or drink in the exhibit hall (including coffee).

Overall, things seem to be going very well at the museum and I am very happy about it. All the comments from members that I have heard have been positive and we had good volunteer support throughout the month.

I looked over our layout history, and this layout has:

- The longest mainline ever
- The most amount of mainline and branch track ever
- It uses the most number of modules ever
- It does NOT have the highest number of freight cars used though.

The raw stats are available at this [link](#)

With February in the rear view window, here is the stats summary for the month (old values for a single op session weekend):

- 224 trains ran (old high was 147)
- 359.7 hours ran (old high was 252.7)
- 35 unique engineers (current record is still 36)
- No RTC
- 33.45 hours with apprentices (all CSTM staff)

Train usage showed a lot more through freights and through passenger trains than normal. The totals were:

Freight Total: 143

Freight – through: 44

Freight – local: 99

MoW: 1

Passenger total: 80

PT: 64

PR: 9

PL: 7

Total trains: 224

[image.png](#)

Train usage by day was:

[image.png](#)

Freight local usage was:

[image.png](#)

Top 3 freight locals were:

FL10 11

FL11 11

FL12A 9

Top 3 Engineers by number of trains ran were:

Greg S 21

Brandon B 19

David J 19

The train distribution by people was:

- 4 people ran 1 train
- 4 people ran 2 trains
- 4 people ran 3 trains
- 6 people ran 4 trains
- 4 people ran 5 trains
- 2 people ran 6 trains
- 1 person ran 7 trains
- 1 person ran 8 trains
- 1 person ran 9 trains

- 2 people ran 11 trains
- 2 people ran 12 trains
- 1 person ran 15 trains
- 2 people ran 19 trains
- 1 person ran 21 trains

47 MU trains were run which represents 20% of all trains ran.