



The Second Section

Minutes from the January 21, 2016 meeting



President Bernie Hanmore called the membership meeting to order at 6:30 p.m., in the conference room of the U.S. Bronze Foundry & Machine, Inc., located at 18649 Brake Shoe Road, Meadville, PA.

Attending the meeting were Bernie Hanmore, Dennis Mead, Ed Cronin, Carl and Vanessa Timko, Bill McComas, Jack Sheets, John Snyder, Tom Stewart, Pete Gifford, Al Reibel, and guest Nick Ozorak.

Treasurer's Report

Treasurer Ed Cronin's monthly financial report included current balances and expenses. The only expense was for the wood siding purchased from Frontier Lumber.

Committee Reports Property/Equipment

The wood siding for repairing the Bessemer and Lake Erie Railroad boxcar was purchased, delivered and stored. The siding had already been cut, planed and kiln dried and should be ready to be milled with tongue and groove joinery. The exterior of the boxcar will be stained instead of painted and may, in time, be painted over the stain.

The board of directors for the Growth Resources of Wellsboro (GROW) approved the donation

of the Delaware Lackawanna & Western snowplow #95904 to the French Creek Valley Railroad Historical Society. The next phase is setting up the transportation of the Russell snowplow from Wellsboro to Meadville. The first plan of choice is for the Genesee & Wyoming to haul it to a connection with the Norfolk Southern at Gang Mills, N.Y., then the NS would take it to Hornell to interchange with the WNYP. The WNYP would then bring it to Meadville. Another method mentioned was to place it on a flat car at Wellsboro and haul it over the NS to the WNYP. One other possibility is hauling it the distance by truck and trailer. All possibilities are pure speculation until arrangements are completed. If the snowplow is to travel over the NS, reporting marks will need to be purchased and placed on the exterior. The cost is currently \$72 through the American Association of Railroads.

A crew will be needed soon to travel to Wellsboro to inspect the snowplow and prepare it for movement. Ferlin Patrick of GROW has said he has help at Wellsboro to service the plow.

The board is still waiting for word on the progress of acquiring the Smock property. A tax claim Bureau deed may

be used to get the property titled over to the FCVRRHS.

The organization received a letter from the Chemung Valley Railway Historical Society, offering the FCVRRHS three pieces of rail equipment. They are Erie Railroad boxcar #75486, currently in Elmira, N.Y.; Erie Railroad camp car #464075, currently in Susquehanna, PA; and Erie Railroad Stillwell coach #2125, located in Susquehanna. The equipment can be had for sale or donation. A follow-up email to Mr. Picuch of the CVRHS indicated they would likely wait until spring to see what offers exist. Carl Timko was directed to email Mr. Picuch with a letter of interest.

With several projects nearing completion, it was reiterated by President Hanmore that the display needs to be open this spring. All efforts will be made to do just that.

Public Relations/Education

Carl Timko again has asked the attending members for help in redesigning the website. Webmaster Dianne Jones says she can have a different background for each webpage, using the new software she now has.

Emails were received by members of the FCVRRHS from a Chinese company

wanting to register and record the FCVRRHS brand in China. Several people advised against this.

Ed Cronin asked Carl Timko to email Dianne Jones for an invoice for the past two years.

Budget/Finance

With the Erie train show coming up soon, some more shirts need to be ordered. A motion by John Snyder was made to give Carl Timko the authority to order more shirts. Al Reibel seconded the motion, which was approved unanimously by the attending members.

The Tom E. Dailey Foundation grant application was signed by Bernie Hanmore this day, and sent electronically on January 25. The grant request was to cover costs of restoring the tool car. Erie Insurance Co. is another source for a grant, thanks to conversations with Susan Yosten, who works for Erie Insurance, and recently donated Erie Lackawanna rosters from 1975. A W-9 form is needed to complete a grant application.

Some fundraising ideas were discussed involving having models of a wooden boxcar built. The first that was discussed was a model of the B&LE boxcar, which has a left hand sliding door. It probably would have to be a customization, as models of a left-hand sliding door boxcar do not seem to exist. The next discussions were to produce a

model of a wood boxcar with logos and reporting marks relating to area businesses or former businesses. Dennis Mead produced artwork of the former Meadville Distillery, which also made Old Erie Whiskey. Logos for both labels were shown to the attending members. Other businesses discussed were Channellock, Talon, and ABEX. Members that read this should forward their thoughts on these ideas to the board. The next discussion was on how to make the model. It could be either scratch built or made by one of several companies, then decaled appropriately. The Lake Shore Railway Historical Society already has this type of fundraiser with a model of a wood boxcar.

Special Events/Programs

No train shows were covered at the meeting, however, two shows nearby are the Frosty Rails Train Show on February 14, at the Shenango VFD social hall, located at 2424 Washington St., New Castle, PA. The show is operated by the Beaver-Lawrence Railway Historical Society. The other show is the Erie Train Show on March 6, at Rainbow Gardens, Waldameer Park in Erie, PA. The French Creek Valley Railroad Historical Society will have a couple of tables at the show. Come up and help us or come up and see us. We will have merchandise for sale, including shirts, calendars, Erie

Railroad books, and model railroad equipment.

Guest Nick Ozorak took the floor to update his quest for an excursion train this spring. He said several individuals from the FCVRRHS, the WNYP Railroad, and Allegheny College met to discuss the possibility. The proposed plan is for two round trips on Saturday, April 31 between Meadville and Cambridge Springs, and one round trip on May 1, between Meadville and Corry. The trains would have to have at least 100 to 150 passengers per train, which would create the need for two or three passenger cars. There is interest in leasing some Oil Creek & Titusville Railroad passenger cars. Nick would like to have Jim Wilson's Erie RR E8A #833 to be at one end of the train. The locomotives would be in a push/pull configuration to resolve any run-arounds. A minimum of \$10 million in liability insurance is required, but Allegheny College's policy may more than cover that issue. The FCVRRHS would be required to have a trained staff for on and off the train, provide port-a-johns and possibly provide food. The Crawford County Convention and Visitor's Bureau would handle the booking.

Museum

It is reported that the trolley that is being restored and on display at the Jamestown, N.Y. Erie Railroad station is to find a new home. The city of Jamestown has taken over

the station for the Lucille Ball museum and wants the trolley to leave. The trolley at one time operated in the streets of Jamestown. It is uncertain where the trolley will next call home.

Membership

Larry L. Smith, a co-founder and former president of the FCVRRHS, passed away on January 11, 2016. His family had services for him on January 16. Larry will be interred at the Linesville Cemetery with his father. Larry was originally from Linesville. He was 57.

We all have our fellow member, Wayne Brown and his wife, in our thoughts and prayers. Mrs. Brown is battling cancer and is being cared for at Wesbury.

Next Meeting

The next membership meeting is scheduled for Thursday, February 18, 2016, at 6:30 p.m., in the conference room of the U.S. Bronze Foundry & Machine, Inc., located at 18649 Brake Shoe Road, Meadville, PA.

