

The Second Section

Minutes from the June 28, 2012 meeting

President Dennis Mead called the board and general membership meeting to order at 7:03 p.m., in the Champion's Room of the Meadville Country Club, located at 15955 Route 86, Meadville, PA. The meeting convened after the annual membership dinner.

Attending the meeting were Dennis Mead, Bernie Hanmore, Ed and Suann Cronin, Carl Timko, Bill and Yetivemarie McComas, Larry Johnson, John and Linda Snyder, Jack Sheets, Tom and Sindi Collard, Al and Brenda Reibel, Carl and Joyce Ferguson, and John Nagurney.

Treasurer's Report

Treasurer Ed Cronin gave the current and annual financial report. The fiscal year ran from July 1, 2011 to June 30, 2012.

Model Railroad Club

Treasurer's Report

An annual and the month's balance was disclosed to the board. Of note was the cost of rent, which is subsidized by certain members which enables the club to focus on the building of the three layouts. Donations were received in supplies and cash.

Committee Reports

-Museum-

Ed Cronin, president of the

Northwestern Pennsylvania Railroad & Tooling Heritage Center, reports that the museum board did not receive the PENNDOT Transportation Enhancements Program grant. The museum board's next opportunity to apply for this grant will be in 2014. Applications are to be made for the Norfolk Southern Foundation grant, and the North American Railway Foundation grant. The deadline for applying for each of these grants is in October 2012.

Ed mentioned the fundraising committee is to meet on Monday, July 9, even though the regular board meeting is cancelled.

Ed closed by urging members to visit the museum website at www.railroadtoolingmuseum.com to keep up to date with the activities of the board.

-Property/Equipment-

Dennis Mead and Bernie Hanmore led the discussion on getting the #518 moved to Meadville. Ed Cronin gave a list of activities that need to take place, including contacting Lloyd's Rental for the cranes, Silk Road Transportation to haul the locomotive, and the Ashtabula Carson & Jefferson Railroad to set a date in which all three companies can agree on to

move the ALCO S2.

One of the machines in Pomona Park will need to be moved to get the crane in close enough to set the trucks and engine on the display track. There is still some work to be done to prep #518 before the crane and truck can move in. Both the #518 and the AC&J #107 need to be placed in close proximity together to swap the trucks, then load the trucks from the #107 onto a flatbed to haul to Meadville. The hood and doors, currently in storage, will need to be transported to the display site, after which the doors, hatches and radiators will be mounted to the hood. The completed hood will then be lifted onto the #518 after it is set on the display track. Other items to complete include checking for the best route for clearances when transporting #518, and contacting the Meadville Auxiliary Police to help direct traffic. The deadline to get the #518 to Meadville is the end of August. Bernie Hanmore urged every volunteer in the organization to be available to help with the move. Volunteers will be needed in both Jefferson, Ohio and Meadville.

Jack Sheets painted the roof and the yellow ends on the caboose. He and his wife, Linda, also built a flower box on a wheel set. It is situated