



The Second Section

Minutes from the April 20, 2017 meeting



Vice President Dennis Mead called the membership meeting to order at 6:30 p.m. at the Cambridge Springs Trolley Station, located along U.S. Routes 6 and 19 in downtown Cambridge Springs, PA.

Attending the meeting were Dennis Mead, Ed Cronin, Carl and Vanessa Timko, Bill McComas, Jack Sheets, John Snyder, Stan Niwa, Chris Manning, Terry Martin, Dave Ellis, Al Reibel, Mike Lynch, Stephanie Franz, Dan Higham, and guest Sandy Porter.

Treasurer's Report

Treasurer Ed Cronin gave his monthly financial report of the organization, including current balances, income from dues and sales, and the expenses, which were the cost of stamps for the newsletters, Pipp Graphic & Design, who laid out the newsletter format for publishing, the PENELEC bill, and directors and liability insurance of the display site.

Committee Reports Budget / Finance

Dennis Mead asked Jack Sheets since there is still some funds left from the power washer fund if there was anything to power wash at the display site. Carl Timko suggested to use the money for renting a scissors lift to install

the signal mast.

As of this meeting, Carl had not heard from John Nagurney concerning the software to protect the information that will be on the Erie Railroad text book cds. But, Carl did receive a message from John later. John said the software is too expensive. It is possible that the FCVRRHS will still apply for a U.S. Government copyright. This subject is likely to be discussed at the next meeting.

John Snyder stopped by Laurie's Embroidery to find out how much a patch with the FCVRRHS diamond logo would cost. This price to charge will be discussed soon. The logo is the same one that is used one used on the hats, polo shirts, and sweatshirts.

Historical / Archives

John Snyder and Carl Timko paid Mrs. Audrey Lavery a visit on Friday, March 17 to interview her regarding her family's history with the Erie Railroad. Mrs. Lavery agreed to be recorded on video tape. Mrs. Lavery showed John and Carl photos and clippings among other artifacts collected while she and her family worked for the Erie. Her father was a car inspector, which included inspecting the Ringling Bros. and Barnum & Bailey Circus, when it came to town in

1956. Her grandfather worked for the Atlantic & Great Western as an engineer. Audrey worked in the trainmaster's office, the freight house, and the reclamation plant, all in Meadville. The interview helped with the article in the current *Valley Express* on when the Ringling Bros. and Barnum & Bailey Circus came to Meadville.

John Snyder noted that when the Erie Railroad Triplex locomotives (2-8-8-8-2) were built, they were the largest locomotives in the world. They were assigned to pusher duty between Susquehanna Hill and Port Jervis, N.Y. They were built with a chain-driven coal feeding system that was notorious for breaking down. The Triplexes were taken out of service in 1927 after only eight years of service.

Membership

The Spring 2017 issue of the *Valley Express* newsletter has been published and distributed to the membership.

The last new member is Charles Webber Jr. and his family. They signed up at the Erie Train Show on Sunday, March 6.

Model Railroad

Layout tours will soon be planned. A discussion



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concerning Mr. Jim Mitch's layout in Andover, Ohio was to be scheduled for this meeting, but Bernie Hanmore, who had information on this layout, was absent due to illness.

More N scale equipment was donated to the FCVRRHS by an unknown person. He is the same person who previously donated N scale equipment.

Also, another person donated a box of HO track and bridge piers.

Member Carl Ferguson is reported to be downsizing his G scale outdoor layout. Dennis Mead previously announced his G scale layout is being downsized.

Museum

Dan Higham was given high praise for the renovation of the trolley station. The station is really turning into the show piece of Cambridge Springs. With most work completed, there are still a few things that need to be done. The back room, formerly garage bays will be transformed into an art gallery.

The mobile exhibits will have two or three shelves, depending on the items being displayed. The first exhibits are to be introductory. The visitors will learn the early history and importance of the railroads in Crawford County. The faster

means of travel opened up access to the markets in bigger cities, which was a boon to the farmers. It is planned to have maps of the railroads in the county from 1863 to around 1900. Dennis Mead suggested the Sanborn maps.

Ed Cronin suggested to display G scale locomotives, lanterns, and other artifacts pertinent to the early railroad history.

Personal collections could be displayed later after the first round of exhibits have been displayed. All exhibits will need a narrative to help the visitor understand what they are viewing and the history behind it.

Ed mentioned at the last meeting that the Northwestern Pennsylvania Heritage Partnership is interested in reprinting C.L. Siebert, Jr.'s book "*Northwestern Pennsylvania Railway*". Permission will be needed from Mr. Siebert's estate and family.

Property / Equipment

Jack Sheets reports that the surveying of the newly acquired property is almost done. He advised the board that the surveyor is inserting steel rebar into the ground for marking pins. He said he would contact the city, so they wouldn't mow over them and damage their equipment.

The Western New York & Pennsylvania Railroad's Rob Gilliland is to look at the property to determine the placement of the new display track for the snowplow. There are still ties stored on the property where the Heritage Center was supposed to be built. The WNYP is willing to help out by supplying ties and rail that they cannot use.

The grant from the Rotary International Club, District 7280, is a matching grant for the Meadville A.M. Club and is to be used by the end of May, even though Ed Cronin said he informed them that it would be summer before the construction started.

Meadville Redevelopment Authority has declined to sell the adjacent properties to the FCVRRHS. However, they will lease the property for a minimal fee. The leasing contract will be drawn up based on the contract the organization has with the city of Meadville for the Pomona Park property.

The president of the Youngstown Steel Heritage Museum, Rick Rowlands, contacted Carl Timko and advised him that he will bring a K-14 brake stand and install it in the #518 the next time he comes out this way.

When it comes time to wash the #518, Ed Cronin said the



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same process would be used as the caboose last year, when a 25 gallon sprayer tank was filled with water. Bernie Hanmore currently has that tank. It was noted that Dennis Mead designated Ed Cronin to talk to Bernie about the tank.

The wood siding for the B&LE boxcar is expected soon. John Snyder suggested that the wood be delivered straight to Olan Wood Products, where it will be milled.

Plans were to work the following week, but weather has hampered any attempt to work at the display site. Notification of a work schedule will be made by Secretary Carl Timko.

Plans are to start painting the lettering on the boxcar on the side facing the highway first. The hardware is ready to be installed as is the roof walk. When the wood siding arrives, it then will be installed and painted.

The status of the DL&W snowplow is unchanged as of the meeting. WNYF's Carl Belke had talked to the Norfolk Southern's Mike Fesen on April 4. The application is making its way through the NS organization, with a need to have a few sign-offs regarding the free transportation of the snowplow.

The logo flag project is on a back burner for now while the organization focuses on getting

the snowplow to Meadville and the boxcar renovation completed.

The lights at the display site have been turned on and are on between 8 p.m. and 10 p.m. They need to be adjusted and a fifth light needs to be installed.

Public Relations / Education

As stated earlier in the Budget Finance section of this report, the interview with Mrs. Lavery went very well. The information she provided helped with the Circus Train story in the Spring 2017 *Valley Express*. When we can get out and meet with the public and get their stories on record, the awareness in the community of the FCVRRHS is improved greatly.

Special Events / Programs

The number of train shows are dwindling down, as they do in the summer months, but there are still a few that are available in the area.

Saturday, May 6, the TCA Lakeland Chapter will have its Spring Train Show at the U.A.W. Hall, 5612 Chevrolet Blvd., in Parma, OH. Also, on May 6, the DuBois Mall will have its Model Train Day in the mall, located on Route 255, off I-80 exit 101, in DuBois, PA. The hours are 10 a.m. to 3 p.m. Admission is free. There will be vendors and layouts to visit. The Painesville, Ohio Railroad

Museum, located at 475 Railroad St. is having its Model Train Days on May 6 and 7. Admission is \$5 between 10 a.m. and 5 p.m. It is also a great place to watch trains.

The N scale national convention is June 21-25 in Pittsburgh, PA. and the Train Collectors Association Convention is also in Pittsburgh on June 24 through July 2. More information on the latter two shows will be forthcoming.

Railfan excursions are located farther away, but here are some listings.

May 6,7 the N&W #611 will be running an excursion between Lynchburg and Petersburg, VA. On May 27-29, it will power an excursion between Roanoke, Lynchburg and Radford.

The Shamokin Valley Railroad will have its Iron Ore Special running between Shamokin and Sunbury, PA. The Everett Railroad will run an excursion using 2-6-0 #11 on May 20 and 21 at Everett, PA. The Potomac Eagle Railroad will have its Railfest at Romney, WV, using a Lehigh Valley Coal 0-6-0 on June 17 and 18.

Next Meeting

The next membership meeting is scheduled for May 18, 2017 at 6:30 p.m. at the display site in Pomona Park, Meadville, PA. Those attending are advised to bring your own chair. See you



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there!

Breaking News: May 2, 2017

The Riverside Inn at Cambridge Springs was destroyed by fire this morning. Fire crews were called out at 1:20 a.m. and were still on the scene at 6:00 a.m. The hotel was the main attraction in Cambridge Springs. The hotel was built as the Riverside Hotel in 1884 by W.D. Rider and associates, according to the Riverside Inn website. The hotel was then sold to the William Baird family in 1895. The Bairds operated the hotel until 1946 when they sold it to Frank Parke. Mr. Parke sold the property and the cattle herd in 1965. Michael and Marie Halliday bought the Riverside Inn in 1985 and restored the hotel.

The French Creek Valley Railroad Historical Society has its own ties to the Riverside Inn. The FCVRRHS arranged and hosted the Erie Lackawanna Historical Society Convention in September 2014.

It is really tough to lose the Riverside, because of all the history it had within it, the history it endured and the many memories that it has given us.

