



# The Second Section



Minutes from the September 16, 2010 meeting

President Dennis Mead called the board and general membership meeting to order at 6:33 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 Dennis Mead, Ed Cronin, Carl Timko, Bill McComas, Jack Sheets, Tom Collard, Larry Johnson, John Snyder, Nate Clark, Tom Barratt, Al Reibel, Denis Manross, Wayne Brown, Dan Higham, Ed Shaw.

The minutes from the August 19, 2010 meeting were approved by the board.

## *Treasurer's Report*

Treasurer Ed Cronin released the balances to the board, noting a slight increase due to sales of merchandise and members' dues. He noted fourteen members are still delinquent in their dues. A final notice will be sent on September 30, 2010.

## *Committee Reports* *-Historical/ Archives-*

The organization received a donation of an Erie Railroad retirement/certificate of appreciation that was awarded to Mr. Herman Dinkeldein in 1959. The certificate was donated by Martha Dinkeldein Baker to the Crawford County Historical Society, who then

forwarded it to the FCVRRHS. The board appreciates and thanks the CCHS and Mrs. Baker for the donation.

## *-Property/Equipment-*

The Ashtabula Carson & Jefferson Railroad will be receiving a heavy crane to dismantle Detroit Edison U30C #010. The AC&J has a 90 day contract to cut the unit up, and may use the crane to lift the components out of the #518, which will then be sent for painting. (editor's note: The AC&J has scheduled October 5 through October 7 to cut up the locomotive).

Nate Clark suggested contacting the U.S. Army Reserves' Area Maintenance Support Activities and Equipment Concentration for hauling the #518.

Al Reibel mentioned he has a friend who could make a stencil for the #518.

There is progress at the display site. The grounding rods have been installed near the caboose. The wiring needs to be completed and an inspector was scheduled to stop by the caboose to look over the work. (editor's note: The inspector passed the electrical work). After that, the outlets need to be installed in the caboose and the lighting installed, then PENELEC needs to hook up the electrical box to a nearby

pole. Al Reibel has a watertight box to run electricity to the caboose. The attending members discussed on how to wire the caboose and light up the caboose.

Jack Sheets said he would like to have the concrete Erie Railroad logo from the former coaling tower moved.

Finishing the trackwork was discussed next. Wayne Brown was to visit the display site with an associate to formulate a plan to lift the rails, move the caboose, and level the track in anticipation of the arrival of Erie S2 #518.

Jack Sheets is painting the closets and restroom in the caboose, which would complete the painting of the interior. Great job, Jack!

Ken Springirth, railroad author and activist, who appeared at the caboose recently, had mentioned to some members that visitors were having a hard time locating the drive to the caboose. Ken thought it a good idea to have PENNDOT erect a sign to direct traffic to Pomona Park, the site at which the caboose currently is located. Nate Clark volunteered to contact PENNDOT's District 1-0 office in Oil City.

Jack Sheets and Bernie Hanmore have been working on getting the signal that has been donated by the Lake

Shore Railway Historical Society of North East, PA, down to the display site.

### *-Public Relations/ Education-*

Ken Springirth's book sale and signing at the caboose, on September 5, attracted 20 or so guests. Ken sold several of his books. Tom Barratt was on hand to conduct the caboose tour.

Bill McComas is requesting items to be sent in for the next issue of the newsletter "The Valley Express", as soon as possible. Stories, ideas, photos are welcome. If they are not received in time, they can be used for future issues.

The Rainbow Gardens train show, located on Waldameer Park's grounds in Erie, is scheduled for Sunday November 7, 2010, hours are 10 a.m. to 4 p.m. The board approved renting a 14 foot table at the show. Dennis Mead said he will confirm the space with promoter Carl Amidon. A plan to use the FCVRRHS banner that was used at Techfest, was discussed. The large display board would not accompany the merchandise. Members are encouraged to stop by and help out any time.

There was more interest in putting together a calendar to sell as merchandise to the public. The board and attending members preferred to publish an eighteen month

calendar, starting with June 2011. The calendar will feature photos not seen in the present day market. Mike Vickey may be a choice to have it published. Dennis Mead will discuss the cost of producing the calendar with Mr. Vickey.

The new website is up and running. The address is the same, [www.fcvrrhs.org](http://www.fcvrrhs.org), the webmaster has been changed. Dianne Jones of Holdstill Productions has done a great job rebuilding the website. It has a nice simple design, while having enough information to keep the website visitor busy for a while.

The participation by the FCVRRHS at the Crawford County Fair was discussed. The organization was represented for one day by Bill McComas. One idea was to bring along a portable layout. Tom Collard knows of a person who has a 4 foot by 5 foot layout that may be donated. Tom, John Snyder, and Bill McComas volunteered to help carry it.

### *-Model Railroad-*

Tom Collard suggested the following to be the committee chair for each scale: Al Reibel for TT and S scales, Dennis Mead for G and large scale, Ed Cronin for HO, Scott Wilson for N scale. O scale is to be represented by Bill McComas.

An innovative company that produces items to the consumer's CAD drawings and specifications was the subject of an interesting discussion. Shapeways will make nearly any item, provided a CAD drawing is provided on cd, or electronic file for a small fee. A sample of a gondola was viewed by the attending membership. It was noted that the scale can be varied from one print, so as to produce the same part for all scales. The advantage of this process is to produce an object, such as a railroad car, structure, or other item not presently marketed, and sell it as a fundraiser for the organization.

Tom Collard is planning a small seminar at the @ the Bank indoor shopping center, located at 940 Park Avenue, Meadville, PA on Friday November 5. Junior members will demonstrate assembling laser-cut structures.

### *-Membership-*

The French Creek Valley Railroad Historical Society welcomes two new members, Stanley Niwa of Meadville and Ed Shaw of Titusville. Mr. Shaw and his family visited the caboose on August 1, during the book sale and signing by Tom and Ken Kraemer. Mr. Niwa is the donor of the wonderful black and white photos of Meadville yard take from the

top of the coaling tower. Welcome aboard, Stanley and Ed!

Nate Clark notified the board of the health problems of Henry Grund, who sat in on a board meeting or two. The board extends its best hopes and wishes to Mr. Grund for a speedy recovery.

A discussion of who and where to look for new members revealed an interesting fact. The older members tend to be more informed on the history of the railroads that served the area, including the steam and early diesel locomotives, operations, etc. The younger generation are more apt to be interested in the railroads as they operate in the present day. They are likely to be more informed on the latest diesels from GE and EMD.

#### *-Museum-*

Ed Cronin reported the progress of the museum committee. The feasibility study and the business plan have been completed by the two consultants, Ann Barton Brown, and Pashek and Associates. The site engineering study has been completed by Porter Consulting Engineers of Meadville. Conceptual drawings are needed with a series of overlays to show the construction of the museum in phases. They should be completed by December 1. The studies are based on the

84 Lumber Company site on Bessemer Street in Meadville.

A legal form pertaining to the FCVRRHS and its partners in the museum was discussed at length. The resolution for all the partners includes three main agreements before the property is purchased. The first is for all parties involved to agree to let the museum use their name for advertising and fundraising purposes. The second is for all parties involved to agree to support the museum by their presence. The third is for all parties involved to donate their collections to the museum as free and outright gifts. Concerns over committing to something that hasn't materialized were discussed. A recommendation was that a clause be written into the resolution to mention a specified time limit as to when the parties could pull out if the museum doesn't come about after a certain length of time. Members also discussed donating the collections to the museum. The concerns were over losing control and ownership. Ed Cronin noted each partner would be responsible for maintaining its collections and for moving in the collections. A list will be needed to show what would not be included, such as the caboose, which is owned by the Erie Lackawanna

Historical Society and on loan to the FCVRRHS.

The board determined that the resolution should be rewritten to include the right to maintain control over the collections and a the aforementioned time limit. Tom Collard is willing to do the rewriting. Tom made the motion to approve the resolution in principle, subject to submitting revisions to the resolution by the next meeting. The motion was seconded by John Snyder and approved by unanimous vote of the attending members.

Dennis Mead asked Dan Higham to put out feelers from the DeArment family regarding the availability of the Erie Railroad freight house. The museum committee ranked the freight house as third behind the 84 Lumber Co. property and the former A&GW building on Bessemer Street. The freight house may be used in case the deals for the 84 Lumber property and the Bessemer building falls through. A resolution to follow up on the Erie Railroad freight house was introduced. Tom Collard made the motion that Channellock be contacted, in the next thirty days to investigate what would be required to acquire the building. The motion was seconded by Larry Johnson, and approved by the unanimous vote of the attending members.

The next discussion was on the number of contaminants that are in the ground of the 84 Lumber Company property. Most of the contaminants came from the use during the steam days of the Erie Railroad.

*Next board and general membership meeting*

The next board and general membership meeting will be Thursday, October 21, 2010 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. Each member is encouraged to attend the meeting, as your concerns are as important as another's. We will discuss the museum resolution, the freight house resolution, the progress of the cabooses and display site, and the #518.

We also would appreciate members coming to the Rainbow Gardens train show in Erie to help out at the table the FCVRRHS has rented, even for five or ten minutes, so another member can take in the show.

