

The Second Section

Minutes of the February 18, 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, Stan Niwa, Tom Stewart, Al Reibel, Pete Gifford, John Nagurney, Ron Stafford, Terry Martin, and guests Ferlin Patrick of the Growth Resources of Wellsboro, and Nick Ozorak.

The first order of business was Ferlin Patrick addressing the membership. Mr. Patrick started by describing his history of employment and affiliation with Wellsboro. He noted how he joined the Growth Resources of Wellsboro (G.R.O.W.) after moving to Wellsboro and becoming employed with Eagle Family Foods Co., a division of Borden's. G.R.O.W.'s history and purpose were described, noting the organization was created to help attract businesses to the area. He then gave a brief history of the Wellsboro & Corning Railroad, which serves Wellsboro industries and is home to the Tioga Central Railroad, an excursion train company. He

noted that the line used to serve the coal mines at Blossburg. The Wellsboro & Corning Railroad is now owned by G.R.O.W. and has been operated by North Shore Railroad, the Miles Group (IWG), Trans-Rail America, and now Genesee & Wyoming Railroad. The line was formerly owned by Conrail, Penn Central and New York Central. Ferlin then proceeded to talk about the topic at hand, the DL&W snowplow. He said he and G.R.O.W. are working with the Wellsboro & Corning Railroad to do everything they can to help facilitate the move of the snowplow to Meadville. Discussions regarding the move are covered under the "Property/Equipment" heading.

Treasurer's Report

Assistant Treasurer Vanessa Timko reported the current balances, including restricted and unrestricted funds. There was no income for the month. Expenses were for replenishing the shirt inventory, sales tax for the first half of the fiscal year and internet domain renewal.

Questions regarding the purpose of restricted funds led to a discussion and a motion by John Nagurney to discuss and redesignate funds that were for a purpose that no longer exists.

Committee Reports Property/Equipment

Three plans to have the DL&W snowplow delivered to Meadville were discussed after Ferlin Patrick's address to the board. Plan A, which was to have the snowplow delivered by rail on its own wheels was declared "dead-in-the-water" because Norfolk Southern would not return calls by the WNYP Railroad's Carl Belke to discuss the possibility of NS hauling the snowplow 41 miles to an interchange with the WNYP. Plan B is now the preferred method, which is having a crane lift the snowplow onto a flatcar (preferably TTX) and haul it by rail over the Wellsboro & Corning, NS, and then WNYP, which would take it to Meadville. At Meadville, another crane would be needed to lift it off onto the display track. Under this plan, the snowplow will not need reporting marks or inspection. TTX is preferred as they donate a flatcar to historical societies that need to transport their equipment. The snowplow reportedly weighs 89,500 pounds. Ferlin Patrick noted that the board of G.R.O.W. has 18 months to move the snowplow.

The company that is milling

the wood siding for the B&LE boxcar has no time limit as to when they can perform the work. They will be ready to process the boards when the boards can be delivered. John Snyder noted that staples need to be pulled out of the boards before they can be sent to be milled.

John Nagurney reported no progress in transferring the title of the Smock property to the FCVRRHS. He cited family health problems that have limited his time on the project.

Budget/Finance

The application for a grant from the Tom E. Dailey Foundation was reviewed by the Dailey Foundation board. The board declined in awarding the FCVRRHS any sum. The ten organizations that were awarded are more well known, but that will not stop the board from trying again.

The application for a grant from the Erie Insurance Company's Giving Network is ready to be submitted. President Hanmore signed the cover letter that will be scanned and sent with all the files relating to the application.

The FCVRRHS received eleven new polos and eleven new 518 t-shirts and eight crew neck sweatshirts and two hooded sweatshirts to be sold to raise funds. The crew neck sweatshirts are priced at \$25 and the hoodies are \$32. Carl and Vanessa purchased and modeled the hoodies. Two crew

necks were sold at the meeting. Members who would like to purchase a sweatshirt or need their size or style ordered may contact Carl Timko at blebuddy@yahoo.com or order online on the FCVRRHS website (www.fcvrrhs.org). Merchandise can be purchased by clicking on the "For Sale" tab.

A proposed model wooden boxcar could possibly be made by Funero and Camerlengo Model Kits. The boxcars may have a logo or logos of former Meadville businesses. It could be dressed as the prototype Bessemer car will be soon.

Dennis Mead did some research and noted that Bessemer boxcars, such as ours, may have served the Meadville Distillery. Al Reibel mentioned that a fellow from the I-80 Group does custom lettering on model railroad equipment.

Public Relations/Education

"Valley Express" editor, Carl Timko, requests that committees send in their submissions to be included in the upcoming issue. The lead story will be the third part of "The History of Stony Point". It's quite possible it could be the last installment of the story. An article on the Russell snowplows may be published in the near future.

Webmaster Dianne Jones says she can use a different background for each webpage. In order to reduce the clutter, The menu may be reduced to the eight committees, a contact

page, the opening page, a merchandise page, and a photo gallery.

Special Events/Programs

Train shows coming up are the Great Lakes Division Winter Train Meet at the UAW Hall in Parma, Ohio on February 27; the Greenberg's Train Show in Monroeville, PA on February 27 and 28; the Erie Train Show at Rainbow Gardens, Waldameer Park, Erie, PA on March 6; the NMRA Division 5 2016 Railfest at Lakeland Community College, Kirtland, Ohio; on March 19 and 20, and the East Coast Large Scale Train Show in York, PA on March 24 and 25.

Presently, there are plans in the works to run an excursion train in the spring. Details will be forwarded to the membership when they are released.

Museum

The board of the Northwestern Pennsylvania Heritage Partnership now meets quarterly. They have sent 114 solicitation letters to Cambridge Springs residents to donate to the Trolley Station Project. The Heritage Center has partnered with the Oil Region Alliance for a grant to cover costs of drywall finishing, concrete flooring in the back room, and the replacement of two overhead doors at the trolley station.

Other work still needing to be completed are sanding of the wood floors, supply plumbing, including the water heater,

wiring of the water heater,
installation of the kitchen
cabinets and counter tops with a
sink, outside lighting, and
painting in the back room.



Membership

One of the topics at the next meeting is to revise the committees roster. Members who want to update their preference for committees should contact Carl Timko. The roster has not been updated since 2006, so there will be many changes needing to be made.

The annual picnic and business meeting will be held on Thursday, June 16, 2016, at Terry and Maryann Martin's residence. More information will follow as the time gets closer to this event.

Next Meeting

The next membership meeting is scheduled to be Thursday, March 17, 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.