



Electronic Pop Valve No. 411.1

October 2017

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Publishers: Ted Taylor & Tom Pierson

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Board of Director's Notes

First and foremost, thanks to everyone who helped out at the Open House. It was tough with the heat, but at least on the trains there was a breeze when we were moving. Financials will be given at the October business meeting. Social media has been positive. We had many visitors who saw us on Facebook and [google maps](#) reviews have been good.

The next meeting day will be busy. In addition to the scheduled blowdown run day we need to discuss the proposed policies that have been suggested and the 50th Anniversary Planning Committee will have a status update meeting. Also note that last month's vote to purchase a one inch club locomotive has stirred up an intense controversy within the one inch membership that needs to be discussed by the one inch owners and the general membership.

The following policies have been proposed: membership, personal storage, club locomotive use, and decision process for major purchases. The only draft policy received by the editor is included in this Pop Valve.

Note that the decision process policy is not consistent with the One Inch club locomotive vote last month. As documented in this Pop Valve the one inch membership has requested that this decision be reconsidered.

If you have any suggestions for projects that should be completed by the 50th please let Susie Caiazza know before the meeting.

Proposal for Major Purchase Decisions

For any purchase over \$2,650 (10% of the annual budget) the Board will present a proposal to the general membership for discussion. Specifications for the purchase requirements, documentation for financial arrangements, explanation of how the purchase fits into the long term planning process and written commitments for the club and any individual obligations must be included. The proposal and any explanatory information will be included in the Pop Valve before a vote. In order to provide all members with an opportunity to vote a referendum ballot will be included in the Pop Valve for write in votes. Any votes for major purchases have to receive two thirds majority to pass.

2017 Live Steam Calendar

2017							
FLLS Meetings				FLLS Operating Days			
FLLS Events				FLLS Open House			
March	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	1
April	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
May	30	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	1	2	3
June	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	1
July	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
August	30	31	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	1	2
September	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
October	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
November	29	30	31	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	1	2
December	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	1	2	3	4	5	6

2017 Live Steam Events

10/14 – FLLS Blowdown Run Day

10/14– FLLS October Business Meeting at Noon at FLLS

11/11 – FLLS November Business Meeting at Noon at FLLS

12/9 – FLLS Annual Meeting and December Business meeting

Links and Such

Tim Guenther passed on this link: Jackson & Sharpe Photo Collection. Free - on-line here:

<http://archives.delaware.gov/exhibits/photograph/jsc/rg9015jsc.shtml>

8500 negatives and prints!

In case you have not heard the Adirondack RR [track to a trail plan has been blocked](#) at least for now.

There is an article in this edition about your editor's trip across the country. After that article was written we happened to stop at a rest area by the [Georgetown Loop RR](#).



FLLS Business Meeting September 9,, 2017 Marengo

Attendees: Tom Pierson, Ken Cameron, Rocco Scaptura, Peter Hart, Wayne and Kathy Henning, Hank Mastalski, Ted Taylor, Jack Wylie, Tony Mesolella, Ed McConnell, David Wierowski, John Spencer, Tom Aselin, Dave Pierce, Randy Taylor, Judy Bigelow, Richard Donovan, Bob Walker, Tim Guenther, Jim and Sue Henrichs

Good and Welfare; Bob Hoffman- Brighton Manor 989 Blossom Rd Rochester NY 14610.

Education; Wayne Henning – The BSA council open house is on September 16 from 2 pm to 4 pm. We need equipment running, Tim will have his steamer going.

7-1/4 Track; Ted or Jeff – The track on rabbit run has been laid to the corner and ballasting is beginning.

Switches; Dave Pierce – all good

Signals; Bob Fruitt – #1 signal has been moved east before the new switch that goes to the over under track. Conduit work on rabbit run is moving along with the ballasting

4-3/4 Track; Guy – switches are being modified so the lighter cars do not jump the frogs.

Gauge One; Ed gave an update on John's Bridge over the pond is gussets will be laser cut and attached, then it will go the Pontarelli's for painting. Depending on weather when it will be brought out.

Electrical; Dave W – the new 30 amp outlet to the back side of the engine house is functional

Grounds; Jack W. – looks good thanks to all who are mowing

Safety; Bob F – The board approved safety vests for the open houses. They have a place to hold the radios name tag pocket and multiple pockets.

Old Business

- Thanks to Tom Aselin for the Labor Day picnic.
- Next major project to put monies aside for. Jack made a motion that it be the pavilion. No other suggestions from the floor. 20 yeas and 0 nays (23 in attendance)
- 1" engine – The package on Discover Live Steam is still available. The primary purpose of this engine is to encourage members to run on the 1" track and possibly purchasing one on their own. Motion to purchase the 1" engine and cars off DLS with the club fronting \$1000.00 and then paying Ken back \$500.00 at a time from profitable open houses. 17 yeas 0 nays (23)
- New membership policies – Nothing new from the membership. The board will write up a policy to present at the October meeting.

Open House : Dinner there are still 3 items on the board. If you have not signed up bring a dish to pass or something as for an appetizer. Dinner will be on Saturday September 23 at 5 pm for the cost of \$10.00 per person.

The ropes will be put up on Wednesday September 20.

Kitchen help is needed on both days serving

the public. Call Judy Bigelow if you can help out 585-705-3396.

We will need relief at the pedestrian crossing on both days for Rocco and Donna, John Spencer volunteered but we will need at least one more.

Please all members with pick up trucks park in the "infield to allow more space for visitors"

New Business

Peter Hart : Mud Creek is having a blow down and dinner with night riding on September 16, starts at noon Dinner at 4 bring a dish to pass, followed by night riding.

One Inch Club Locomotive Issues Roger Caiazza

Since the vote at the last meeting to purchase two maxi track engines as a club locomotive the one inch membership has been in turmoil and would like to ask the membership to reconsider that decision.

The minutes to the August meeting say: "1" engine for the club - Ken found a train for sale on Discover Live Steam, 2 maxi track engines and riding cars for \$3000. The original idea for a club engine was so members could access the one inch track without borrowing another member's equipment. Sue had explained that the board had asked Tom Pierson about the engines he is building, which could have any shell put on them, but he is currently busy purchasing and moving into a new home. "

"During the meeting it was stated: 1) it should look like an engine, 2) concerns about stability on the smaller engine 3) all other engines the club owns were donated. Thoughts on this purchase from the membership are encouraged. Tabled until September meeting."

The minutes to the September meeting:
"Next major project to put monies aside for. Jack made a motion that is be the pavilion. No other suggestions from the floor. 20 yeas and 0 nays (23 in attendance)"

"1" engine – the package on Discover Live Steam is still available. The primary purpose of this engine is to encourage members to run on the 1" track and possibly purchasing one on their own. Motion to purchase the 1" engine and cars off DLS with the club fronting \$1000.00 and then paying Ken back \$500.00 at a time from profitable open houses. 17 yeas 0 nays (23)"

On the face of it this constitutes approval for purchasing these locomotives. However, there are extenuating circumstances. Reading the minutes I could not help but be struck by the irony of the vote that the pavilion would be the next major project to put monies aside for followed immediately by the vote on the 1" engine. In the July Pop Valve I recommended the following policy for decision making for a \$3,000 purchase: "For any purchase over \$2,650 (10% of the annual budget) the Board should present a proposal to the general membership and a

vote to proceed should not be held until a subsequent meeting after an explanation in the Pop Valve. I also recommend that we incorporate long term planning in this decision policy.”

Steve Pontarelli and I agree that the club should fully research this kind of purchase with its not immediately obvious implications. Before the vote we need specifications for the purchase requirements and who discussed and agreed to them? Moreover, this proposal includes unique financing arrangements. What is the written formal buy back for this purchase? The proposed arrangement opens up a lot of issues for both parties especially when anybody can use it that should be documented to prevent misunderstandings in the future.

In addition, the vote violates our informal policy to have at least a month after the completion of discussions to vote on an issue. The discussion was tabled until September which I interpret to mean that more discussion was warranted and when that was complete a proposal would be made for a vote at the next meeting which would be October. The concern about the club engine looking like an engine in the minutes is not addressed with the Maxi Trak locomotives.

Finally there are specific issues related to the one inch membership.

- This purchase impacts the one inch club members and upon further reflection I think my proposed policy should be revised to address decisions that affect one layout. Specifically, when there is a major purchasing decision all members should have the opportunity to vote via a proxy ballot. That is only possible when the proposal is published in the Pop Valve.
- The decision to buy a one inch club locomotive specifically impacts the one inch club members. Unless you plan to store the locomotives in the car barn with the other club engines folks without one inch equipment will be in the one inch private storage. The inch and half private storage excludes those without equipment. The solution is to build a building for the locomotives – an added expense not included in the discussion.
- There has been a robust discussion amongst the one inch membership regarding the capabilities of these locomotives.
- A one inch club locomotive should meet specific criteria to be determined by the one inch members. For example,
 - Strong enough to handle the ballast car
 - Strong enough to handle an engineer, adult passenger and a couple of kids
 - Suitable for operation during open houses
 - Robust construction

- Flat cars are not particularly suited for riding cars. The solution is to build some club riding cars – another expense.
- The majority of members that voted on this proposal have had no experience of operating on the 1" track. The question is whether this package will interest them enough to get into 1" equipment. At this time we don't know whether this engine will have problems pulling 2 or more people around the layout. If the run time is short then as a result of these possible short comings, the members might become discouraged and walk away with no interest in 1" .

One final personal concern. My ultimate disappointment is that this diverts money away from the clubhouse renovations that would benefit the entire club. This purchase will only benefit a small segment of the club. Susie and I have never refused anyone the opportunity to use our One Inch RS-3 so I think that everyone has a viable option available to “encourage members to use the one inch track”. Nonetheless, despite our best intentions loaning our locomotive the clubhouse renovations that my wife and I would like to see have been pushed further down the road by this purchase.



Bernie Grow of the Montreal Live Steamers purchased this locomotive formerly owned by Harold Crouch of FLLS

Camping Across the Country and Trains ***Roger Caiazza***

Your editor has been on the road since July. In early August we connected with Ric and Jan Golding in Sioux Falls, SD. There we saw a train crossing the river above the falls.



Our first tourist spot was the Black Hills and we took a ride on the Black Hills Central.



This tourist railroad had odd passenger cars. Turns out they were interurban cars from British Columbia.



After seeing those sights we traveled NW to Glacier NP and stumbled upon Harlowton, MT –the location where the CMStP&P electrification started.



There was a nice little museum there with this roundhouse goat – used an extension cord.



We took Marias Pass over the continental divide and paralleled the BNSF where there were 11 snowsheds. Sorry no pictures, driving at the time. While visiting West Glacier we found time to go see the Empire Builder and a freight.



We split up with the Goldings for a week and we went to Nelson, BC and took a ride on their tram.



The Goldings got on Interstate 84 near Pocatella, ID and we connected up with them near La Grande, OR. Turns out that the UP line to the Pacific NW parallels that route. From that campground we could see a parade of trains all bunched together to operate in one direction. We also discovered that the Sumpter Valley railroad was nearby so we sent to see that.



Our next stop was Cascade Locks, OR. Earlier we had been about a half a mile from the UP line but the campground there was literally a stone's throw from the mainline. That was a bit much even for Ric and me. After we left this area it was hit hard by forest fires so we were lucky to visit when we did.

On our way up to Seattle our last train ride was on the Mt Rainier RR but for some reason the wives did not want to go on that ride.



The highlight of our trip was an Alaskan cruise. We rode the Alaska RR from Denali to Talkeetna on cruise line dome cars.



We stopped in Anchorage long enough for Ric and me to go to the Alaska RR Station where we found this locomotive.



Of course no trip to Alaska is complete without a ride on the White Pass & Yukon. We rode the longest trip available from Carcross, Yukon to Skagway via Bennetts Lake. The day was cloudy so there were not many good pictures of the spectacular scenery in the pass itself. Wait until I need to fill space to see those.



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Membership Applications are available on our website.