

Camp Haccamo Train Committee Meeting at 7 pm on Wednesday, October 1, 2008

Attendees: Karl Bucella, Myron Fox, Bill Gormont, Ed Johnston, Don Milton, Brad Shea, Bruce Spector.

The next meeting date and location will be communicated in advance.

Action Item #1: Myron Fox will contact Allan Francis, a Mechanical Engineer who lives in Fairport. Myron will describe our requirements to evaluate the current Camp Haccamo tracks and evaluate what can be saved for re-use at Sunshine Camp. We are requesting advice on how to remove and store the tracks, what kind of gravel base including the type and size of stone, how much stone per linear foot of track, a sequencing of deinstallation activities and estimated cost for the project. Ed Johnston will contact Rick Rubino and ask for help with the same list of requests. Ed Johnston and Myron Fox will compare notes on their research and make a recommendation as to who should be asked to do the review.

Action Item #2: After the type of gravel is determined, Don Milton will contact Odenbach's and Hanson Aggregates to determine gravel can be acquired at minimal cost to fill the track bed at Sunshine Camp.

Action Item #3: Bill Gormont and Karl Bucella will seek vendors who sell the tracks which meet the 15 inch requirement.

Action Item #4: Bill Gormont will contact Mike Moran, the Chief Engineer at Sea Breeze, requesting advice on our project. Mike has experience installing tracks.

Action Item #5: Brad Shea will take the lead role, with Karl Bucella and Bill Gormont, to contact Tracey Dreisbach. Brad, Karl and Bill will request a visit to Sunshine Camp to review the planned location of the train tracks. We will request the assistance of Ed Parrone as well, whom we will invite to visit Sunshine Camp for the review. The grade at any point in the track loop cannot exceed 1.5 degrees. They will evaluate the site for the need to excavate prior to installing the tracks. They will ask Tracey if an environmental review is required before work begins. They will ask Tracey where the train platform will be placed. After this review, we will estimate how much track will be required

Action Item #6: Ed Johnston will ask Rick Rubino for guidance on contractors who are able to move the train engine.

Discussion:

The train consists of two cars and one engine.

We will not move the current storage building where the train resides.

We will move the Camp Haccamo train platform to Sunshine Camp.

Bill Gormont spoke with the Norris Brothers who manage the train at Sea Breeze Amusement Park. Bill was directed to the Barnhardt Company which sells tracks which are engineered to fit 7 ½ inch and 11 to 12 inch widths. The Camp Haccamo train requires track which accommodates 15 inch width. Neither Bill Gormont nor Karl Bucella have located a vendor of tracks of the appropriate size for the Camp Haccamo train. There might be trains available for sale from defunct parks.

The budget for this activity has not been established. It is expected that all expenses will be paid from the Camp Haccamo Foundation, and not from the Camp Haccamo Operating Budget.

It was suggested that the train station elevation and access be carefully considered to enable easy wheelchair access. It might be possible to construct the train station so the existing Sunshine Camp wagon ride can easily transfer wheelchairs to the station.

We discussed the benefits of club buy-in and continuity of ownership, highlighted by Volker Hausin's email regarding enhancement and beautification projects. We will encourage suburban clubs to adopt a train car, to plant gardens, landmark replicas and landscapes along the side of the train track. Club names can be associated with these items.

A new engine house will have to be built at Sunshine Camp to store the train when it is not in use. Spare train parts and track parts will be located in this house.

Don Milton stated that liability for the train, maintenance and operation will be owned by Sunshine Camp, and that is stated in the Memorandum of Understanding.

We will seek a rigging/moving company which could remove the train with the possibility of storing it until delivery to Sunshine Camp.

The time required to complete this train move is dependent on many factors, beginning with the evaluation described in Action Item #1.

Respectfully submitted,
Bruce Spector