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OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California.

The crew assembled for the 1st Saturday, Niles Canyon Outdoor Exercise & Track Building Club, July meeting, included Tom Anderson, Frank Fontes, Chris O’Gara, Mike Strider, Ryan Wood, and John Zielinski. Mike Pechner and Joe Romani joined the crew during the day. The stagger rail on the last panel dropped during last month’s work session was pulled up and fastened. One more panel was retrieved and dropped to take the track right up to the ballast screener. The stagger rail on that panel was also pulled and fastened. The five panel stack which had been obstructing excavation for Phoebe’s siding was removed. One panel went in at EOT, the others were stacked beside the track for insertion whenever the roadbed is prepared further. Frank would be a better critic than I, but it seemed like the Burro did pretty much whatever we needed it to. The engine trouble of the last month or two has been cleared. We love those new, heavy-duty flatcars!

John Zielinski
Most General Meetings take place at the Sunol Glen School in Sunol, meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

Every Wednesday and Saturday is a WORK DAY at the Brightside Yard.

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General Meetings are held on the 3rd Friday of January, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.
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The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)
First, I want to thank the Commissary Department for another excellent Fourth of July barbecue, and the train crew for the ride through the canyon. And congratulations to everyone who won prizes at the raffle! I didn’t win anything.

I have been pretty consumed dealing with the ACEForward EIR I discussed last month. I am one of 2 people who know that has read the entire 2000+ pages. It has been pretty educational, to say the least. I have been going to a lot of meetings, talking to a lot of people. Lots more meetings planned. In general, once we discuss the program outlined, everyone agrees it isn’t in anyone’s best interest to proceed.

We continue to try to improve security around the railroad. We are again planning to automate the Brightside yard gate. Volunteers working at the yard will be issued a key card that they will need to use to open the gate to enter the yard and will need to use it again to exit the yard. Doing this will improve safety, as you will be able to do all this from inside your car, and will not need to park on the incline.

After the new gate and controls are installed, we will also have to pave the driveway to protect the installation. And we will have to develop a program for distributing the key cards. It has also been recommended that we collect a deposit for the cards. That seems to have worked well for the switch lock keys, and should work here as well.

I will also be looking at replacing the old travel trailer at the gate with a trailer to use as a security office. The terminal for key card access, as well as monitoring for the video cameras in the yard will be centered on that trailer.

We will also be installing driveway gates at the Sunol Depot. This will allow control of the parking facilities there. It is necessary since we have granted Casa Bella, the new event center across the street, rights to use the parking lot WHEN WE ARE NOT USING IT. So far there have been a number of events, and so far the parking is working out well for everyone.

Within the next couple of weeks the work to install the crossing signals at Verona Road will be getting under way. We need to get the conduit installed under the road, and then the concrete work can begin for the crossing gates. Then it will be up to our Signal Department to get the signals installed and wired.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org

Respectfully submitted
Henry Baum
It is July in the Canyon. Hot one day, windy the next and we even had a Tropical Depression from the Gulf of Mexico dying out over the area. It has been hot for several days and on the Fourth of July, we demonstrated what air conditioning on the NCRY feels like. We added the double articulated to the train to be enjoyed by our members. I liked it; I hope everyone had the opportunity to go into the cars to see the work that was done by several of our members. I know that Rich Alexander did all the electrical set up in both cars. Jim Green built the blowers for the ducks and then it was removing old stuff and redesigning to make thing fit in the ceiling. It was not easy, but quality comes with hard work and this car shows quality. The double articulated will be used on special trains and even on regular runs. It is nice to play trains. But to change the train consist, it takes a crew to switch it out. Gerry, Kent, Eric has their hands full just keeping the engines up to snuff, water tank full, turning cars, switching. Trying to keep pressure off them. If the double articulated goes into train, it will stay there for a while. If it is on the train, enjoy it.

The Commissary car was taken out of service for two weeks. That means it missed one run. Wow! Our passengers had to use that out house on car 401. That was the only choice they had. They did and very little complaints. The problem with the Commissary car was that it had the original control valve on the car and it still worked up to about four weeks ago. Then service failed. It liked hot air from steam engines, but not cold air from diesel engines. The service portion of the control valve did not work all the time. I didn’t buy it, but that was the way it happened. We pulled the car out of service for a valve change. This was accomplished by Jim Green and Gerald DeWitt. We had the parts and the plumbing was the same as removed. Also, a single car air test was performed on the car and signed off. For time down, great job.

The WP 315 coach has been completed with the seats being mounted properly and with all new seat cushion and arm rests. The Tom Crawford Wednesday Warriors did all the mounting work for the seats and placement of the cushions. Jim Green got the cushions done in Tracy and was done in good time. The best thing is this car is decorated for The Train of Lights for 2017. The car was done in good time and a lot was done to this car that was really needed. Next year, the ceiling panels will need to get some attention. This car will remain in service after TOL in regular service. The SP 1949 will be pulled for interior and windows.

The Combine is being sanded by the
Wednesday Warriors. It will be painted in Aug. The seats will be mounted after window replacement and it will be in service toward the end of September. The gift shop for the TOL will be in this car if all goes as planned. The counter for the gift shop is in the car at this time. The Bandit has arrived. This is our new wood chipper that kicks butt. It is worth the investment. Yes, it is a new machine bought on time payments. These new machines you see are what are needed to keep us going. We are a very lucky railroad that we can afford to go after items that we have bought for our railroad. Steve Jones is responsible for the Bandit Chipper. Just like Steve Barkkarie is in charge of the rock shaker. These new machines are not toys. People need to be in charge of them to keep them new and to be operated safely. Our new forklift has seen several members checked out in the forklift operation.

Sitting around the lunch table in the car barn, we were visited by two officers of the Alameda County Sheriff Office. We are here to look for Homeless camps. We told them that they were miles away from what they are looking for. So! We fired up the SP 1195 and took them down to the Homeless camps. They have already been in contact with the lady at MP30, but the ones at MP 29.7 were told to bail within next 24 hours. They said they will be back. The one at MP30 will be handled directly by them. The big tent in gulley seems to be gone. Needs cleaning. They are now aware and will respond on our calls on new camps. While sitting at Niles, we asked if they would like to run the engine. One of the officers said yes. We gave him hands on instruction and away we went. He was told one time and he performed running the engine just fine on throttle, brakes, horn and when to apply. Police are trained to take instruction. He ran from Niles to Brightside and spotted engine on spot.

Did great! Sent him the picture for remembering the experience on the NCRY.

The 3380 is under repainting status. Does it look good? No. Why, the car is needed in service. I sanded it. John Burnside and I primed the car’s wood. Next is to apply the Pullman Green to the car. The paint is good for five years. The way this is shaking out, it will carry through summer. It will look good for TOL.

This month saw our version of an Easter egg hunt. We had to gather up all the fire extinguishers on property. There are 96 of them and they have to go through servicing and signed off each year. Then you have the fun to put them all back before the next operation. Remember, railroading is fun.

We run a lot of train operations each month. The winter months are a lot easier to have crews to cover since we only operate on the first and third Sunday. But we have to get out for our summer operation and special runs. This means our crew needs to take the extra step and mark up to help Pat fill those slots. Crew for a train should not fall below one Conductor and two Brakemen. Engine crew is another story. Two engineers and one fireman works, two firemen better. Check over the schedule and mark up when you can. Need to fill those positions each run.

Any new member would like to be a Brakeman for the NCRY. We train you for this position on the NCRY. A new class will be held on September 16th and 17th at the White House at 0900. See the AD for this class. Those that are interested in becoming a Brakeman, sign up with our Crew Caller. traincrews@comcast.net

The BOD wants us to get some open cars. Except for what is available on other railroads, open cars are not that easy to lock onto. This will mean that
we need to think about having a few new ones built. I have an open car that needs to be moved by truck since the railroad does not operate south out of Willits. It will fit our operation and is ready to roll in original color. It has buffers and strike plate on each end. The car does not have seats in it at this time. We will be able to put seats in it and paint it to match our train. The details are in the works. How this will turn out will be presented in future article.

That’s it for this month. Work safely and drink plenty of water on these hot days. Hope to see you along the right of way.

Dexter D. Day

John Burnside painting primer on car.

John Burnside and myself are attaching open car 3380 for repairing.

WANT TO VOLUNTEER? START HERE!

YOUR VOLUNTEER HELP IS ALWAYS NEEDED AND APPRECIATED

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcoocompost@aol.com
CAR MAINTENANCE - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net
COMMISSARY - Food Service on the trains - Bob Bradley - ncry.commissary@yahoo.com
GIFT SHOP - Work in the Sunol Gift Shop - Gail Hedberg - giftshop@ncry.org
MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - wedmow@ncry.org
MOW CREW - (SATURDAY) - Work on track repair, etc. - Michael Strider - michael.strider@hdrinc.com
SIGNALS - Install / Maintain signal systems - Curt Hoppins - curt@ncrysignal.com
STATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.com
STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org
Hey! What happened? Where’s that big pile of mail I expected to return to? Most of the time since writing my last report for the Club Car, I have been conducting important research into the rail passenger experience, specifically on Amtrak. I told very few people where I was going or when, but somehow almost everyone must have known I would not be here to process their membership applications. As a result, we have only 8 new members for me to report this month. They are Mike Dutra, Edward Noble, the family of Kathleen and Larry Lincoln, the family of Patrick and Katya LoPresti, and the family of Robin Griffin and Jeff Richardson. Everyone else seems to be waiting for me to return from my expedition. Well, OK. I’m back now.

The waiting should be over for some new volunteers, too. We don’t make it as easy as it should be for new people to find the old hands and the jobs that are open to them here at NCRY and to get in on the action, but we are working to improve that situation. As I tell each new member, the place to start is with Glenn Fountain for a new member orientation. Now we also have Ed Best, the Volunteer Coordinator, for any on-going assistance anyone might need in finding the best opportunities for their own unique abilities or interests. And Ed is coming up with new ways to facilitate communication and make those connections between the new people among us and the particular crowd they will each fall in with here for whatever they will end up wanting to do. Both Glenn and Ed can be found through the listing near the front of the Club Car.

Even those aren’t the only ways for new members to get to know some of us. Besides member meetings and events, there’s a project coming up that brings out people from all departments. You can be a part of that, too. Put your ear to the rail, like an Indian in an old western movie, and you might hear sleigh bells. If you don’t know what that means, you won’t be in the dark much longer! In fact, you will find it very enlightening. More on that next month.

‘Til then, stay safe, whatever you do.

Peter Midnight

**TAX DEDUCTIBLE:** The Pacific Locomotive Association is qualified under Internal Revenue Service code section 501(c)(3) as a tax exempt organization. Thus, donations to the PLA are tax deductible as CHARITABLE CONTRIBUTIONS to the extent allowed by law. Our mailing address is P.O. Box 515, Sunol, CA 94586-0515. The PLA’s Federal ID is: 94-6130878, CA ID is: 0501445.

**E-Coupling Information**

Website: [http://www.ncry.org](http://www.ncry.org)
E-Mail: pla@ncry.info
Twitter: [@toots4ncry](https://twitter.com/toots4ncry)
Facebook: [http://www.facebook.com/NilesCanyonRailway](http://www.facebook.com/NilesCanyonRailway)
YouTube: [http://www.youtube.com/user/NilesCanyonRailRoad](http://www.youtube.com/user/NilesCanyonRailRoad)
Versatility is the name of the “game” and Team WEDMOW sure gets to play in a lot of areas! This month’s players were: Steve Barkkarie, Pat Hafey, Steve Jones, Jim Stewart, Dee Murphy, Bob Pratt, Ron Thomas, Gregg McNaughton, Greg LaFramboise, Pat Stratton, John Zielinski, Joe Romani and yours truly.

The variety of projects this month included re-painting the USA markings for mile and whistle post holes adding “how to get there from the road” photos. Another job completed was the replacement of the culvert guardrail at Stairway to the Stars. All the ties have been removed to the disposal piles in east Brightside. All mainline and passing siding locks have been replaced with brand new, shiny (might want to have sunglasses handy) locks per Dexter’s request.

Even the Tie Extractor was finally looked at. It could have been easier with the exploded diagrams in the manual but we did accomplish partial removal of the leaky cylinder assembly for the turntable. With luck, by the time you are reading this, we will have successfully repaired the leak and put the machine back to work!

And we did appropriate damage to the cantaloupe, watermelon and shrimp/macaroni salad provided for our lunch one day by Gregg M’s Grandmother! For that we thank her very much!!!

Finally, we left the Chipper Set and train in readiness for Steve Jones and his Bushwhackers! The new Bandit Chipper has arrived, been checked out and used. What a machine!

I was not in attendance for a couple of Wednesdays but that didn’t slow the team down one iota! On those days the Team:

• Repaired the loose air line in Mongo’s control stand.
• Loaded 7 new ties on a flat.
• Brought 8 new ties down to the storage area near the container.
• Replaced and tamped 2 ties out of 6 bad ones at MP 32.88.

Photo by Greg LaFramboise

With Steve Barkkarie on the backhoe, Gregg McNaughton, Pat Stratton and Ron Thomas make short work of replacing a bad tie.

Photo by Joe Peterson

Gregg McNaughton is painting the area where we would like to dig a posthole for the Hayfield crossing whistle post.
Wednesday Maintenance of Way

- Replaced and tamped 2 ties out of 6 bad ones at MP 32.9
- Replaced and tamped 3 ties out of 6 bad ones at MP 33.0

It is always amazing to watch what Steve can do with a backhoe!!

Sandwiched around the chipper work the trash cans and metal recycling barrel were emptied and the MOW container was cleaned up and items rearranged to provide easier access to the bigger items we use like the generator.

So there you have it. Only four Wednesdays but a lot is getting accomplished to not only keep the railroad running but our equipment as well. We hope these monthly reports might entice you to come out and join us anytime you have a free Wednesday!

Until next time, may all your blocks be clear!

Joe Peterson

After replacing the culvert guard rail at the Stairway to the Stars, Bob Pratt, Ron Thomas and Greg LaFramboise are cleaning up before calling it a day!

The two Greg/gs are unbolting the Tie Extractor’s turntable cylinder in preparation of fixing the leaky seal.

The Bandit Chipper makes sawdust almost faster than Ron, Greg, Pat and Steve can feed the slash in ;-)
As the newly elected At Large Director, I would like to update our members on the grant funding strategy for 2017-2018.

The PLA has a professional grant writer to help us to be a grant ready organization. It is vital that we have the resources, tools, and processes in place to develop strong proposals with a high chance of success. There are many factors we cannot control in the world of grant writing. We can improve our odds of funding success, though, by submitting increasingly competitive grant proposals and by increasing the number of quality proposals we submit.

The grant writing process requires a lot of effort. And no—it’s not just using the right words and perfect voice in the application. It’s finding the right grants to apply for. Our best bet in applying for various grants is to create a grant strategy. So before we look outward, we need to look inward. As we continue to look for the right grants, we need to keep our capabilities and strategy at the forefront of the search.

Here is where our department heads and their team can help. Start making a list identifying funding priorities with complete documentation. This is a work in progress so keep a clipboard handy to make notes. This includes a brief justification of need, scope of the project and the proposed budget. Stories can be very impactful and help to make the grant stand out, especially when it comes to the need part. Sometimes funders also ask for whom the project contact person is but we can identify that when we actually work on the grant. This information will be compiled and reviewed by the board to help maintain an active and updated list for our grant writer. It’s time to start thinking what restoration and repair projects would benefit from grants. Developing a successful strategy helps develop a track record for bigger awards needed for the future growth and maturity of the Pacific Locomotive Association.

Examples of PLA projects that qualify for heritage rail foundation funding.
- Repair and maintenance of railroad infrastructure.
- Preserve and restore rolling stock and working artifacts from the “Golden Age” of US rail passenger service.
- Emphasis on the organization to offer to the public an opportunity to ride historically significant equipment.
- Restore or rebuild ancillary facilities essential to a working passenger operation.
- Trestle
- Grade Crossing
- Electrical Facility
- Historic Depot Restoration if used to support ticket sales, souvenir sales, or other functions related to passenger operations.

To help identify areas of need look at details of past grant awards specific to historic railroad museums available on the web sites listed below. (1-4) Information is updated annually. Please have your draft document of projects with complete details submitted as soon as possible. This will allow us to work with you and meet upcoming grant application deadlines.

1. Emery Rail Heritage Trust (Application due Sept 2017)
2. National Rail Historical Society
3. Tom E. Daily Foundation
4. North American Railway Foundation

Feel free to contact me with any questions or time to discuss your ideas for proposals.

Now is the time to start working together to organize and plan for immediate and future grant funding.

Sincerely,
Gail Hedberg
At Large Director,
PLA Board of Directors
Marketing2@ncry.org

Grant Funding Strategy for the Pacific Locomotive Association

SPECIAL DEADLINE FOR SEPTEMBER CLUB CAR

Please note, the DEADLINE for the September Club Car will be advanced one week to MONDAY AUGUST 14

BRAKEMEN TRAINING CLASS

September 16 & 17
Brightside

Report to yard office at 0900 AM
For orientation of equipment
Class room studies will start at 1015 AM.
Class will go until 5:00 PM.
Those that apply should be able to climb up onto equipment and bend down to connect air hoses.
Those that are interested, contact Crew dispatch at:
traincrews@comcast.net
Give your name, phone number, and email.
John Warren Senf
November 14, 1937 – July 1, 2017

Dear Friends/Family of John,

John passed away on July 1st at his home in San Carlos, California from pancreatic cancer. His nephew, Paul Shank, was with him caring for John for the weeks after his diagnosis until his death. John asked that I let you know when he passed away.

John recently chronicled events in his life in a letter that I will share with you, with his approval. John was born 11/14/1937 at Mercy Hospital in Jackson, Michigan to Emily Louise (Stoldt) and Warren John Senf. He attended Bloomfield Elementary, West Intermediate School, and graduated from Jackson High School in 1955.


John attended Ohio State University from 1967 – 1970 graduating with a BS in chemistry. He considered joining the Peace Corps, a “non-starter,” and was accepted for emigration to Australia but was later encouraged to remain in the United States.

After a brief visit with his cousin Bruce Stoesser and family in San Jose, California, John became enamored with the California environment and found his home. His career included:

- SCM Research & Development Lab(formerly Smith Corona) on copier toner development 1970 – 1974
- Adhesive Engineering Co. on epoxy asphalt systems 1974 – 1980

John found his time at ChemCo Systems the most productive work of his life. He designed, helped build, and operated the mixing and application equipment for the epoxy asphalt systems. Epoxy asphalt was originally designed for the USAF as thermoset asphalt for critical applications, used on the desk of orthotropic bridge decks.

John retired in 2007 at the age of 70 and pursued a second “career” as a volunteer with the Niles Canyon Railway, Sunol, California. In recent years John and his volunteer workmates:

- Completed building the open car “Brightside”
- Completed interior restoration of the railcar “Skunk” (a three-year project)
- Removed/replaced seats in the open car “Chapel Car”
- Removal and replacement of the deck of the open car “K.C.Bones”
- Brought the dining car Oregon & California 10040 into operation with operational heating and A/C, fully restored interior, and fully functioning kitchen
- Work on the “Train of Lights” for the holidays


Mary Jane married Richard Bird and had two children before divorcing:
- Timothy Richard Bird, born 1/11/1964, married Jessica and lives in Wisconsin raising her two children.
- Emily Marguerite (Bird) Herschberger married Daniel Herschberger and lives in Kalamazoo with their son.

Susan married Jack Shank and had two sons:

Most all of our generation in the family passed away leaving John and I (first cousins). John would visit Michigan family and friends about once a year, often around St. Joe County Fair time, a longtime family tradition, and extend the trip to Wisconsin and Ohio.

John was an avid reader, enjoyed museums, historical sites, and was a true life-long learner. As his great nieces and nephews reached their teens, he would host pairs of them to visit him in California for two weeks each summer. They would enjoy the usual tourist destinations, but also museums, points of interest, and activities tailored to each child’s interests. Every visit included a trip to the Niles Canyon Railroad to see what John was currently working on, and of course, his favorite fast food restaurants.

A family memorial service will be held later in the year. Donations in memory of John W. Senf can be made to the Niles Canyon Railway at www.ncry.org (Click on donations and donate to the general fund. Be sure to note a memorial donation to John Senf in the comments section) or send by mail to: Niles Canyon Railway, PO Box 515, Sunol, CA 94586. Janet

Janet E. Gaiffe (Stoesser)
20247 Antago
Livonia, MI 48152
A few weeks ago the southeast Kilkare crossing gate mechanism was involved in a hit and run accident and sustained damage to the case, door, and upper casting that holds the mast. Although we don’t have pictures of the vehicle we do know it was a 1998 Ford Explorer with a now broken right taillight and busted out back window. The driver was nice enough to leave the taillight which had a part number identifying the vehicle. Both Kilkare gates have heavy guard rails in front of them for protection against a collision. It appears the driver passed the guard rail then backed the vehicle into the gate mechanism crushing in the door, bending the case, and lifting the guard rail out of the ground. Since we don’t have a replacement mechanism of that style we decided to try and fix the damage. With help from Steve Barkkarie, Frank Fontes, and Jim Stewart, we were able to straighten out both the door and the case. The top casting is cracked in multiple places and not easily repaired, so we started restoring one we had salvaged from another mechanism. Hopefully we’ll get it installed in the next few weeks.

Some better news came from B&C Transit located in Oakland. B&C is a signal engineering/contractor that designs and installs railroad signaling systems. They contacted us asking if we’d be interested in looking at some surplus equipment they no longer needed. Over the past few years we’ve turned down signal equipment donations because we have more old stuff than we will ever use. But much of what B&C was offering was new old stock. We arrived at B&C with a large stake bed truck. With great restraint we only loaded it with equipment we thought we could really use, like LED crossing signal lights and some new gate mechanisms still on their pallets. For a Signalero it was like being a kid in a candy store. A big THANKS to B&C Transit for their generosity!

For the latest Signal Department news check out our website at: www.ncrysignal.com.

Curt Hoppins
The following is a list of the people who helped run your railroad in June. Names in Bold are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to Paul Veltman at: stumpie1@sbcglobal.net.

Note that if I can’t read your writing, you may not get credit for the hours you worked.

### Administrative
- Rich Alexander
- Henry Baum
- Dexter Day
- Jim Kearney
- Peter Midnight
- Joe Scardino
- Paul Veltman

### Meetings
- Donna Alexander
- Rich Alexander
- Henry Baum
- Bob Bradley
- Dexter Day
- Doug Debs
- Jim Evans
- Zonker Harris
- Gail Hedberg
- Kent Hedberg
- Curt Hoppins
- Fred Krock
- Dave Lion
- Dennis Mann
- Peter Midnight
- Charles Smith
- Leslie Smith
- Paul Veltman
- Pat Warren

### Membership Meeting
- Donna Alexander
- Rich Alexander
- Jim Baber
- Bob Bailey
- Henry Baum
- Carlo Borlandelli
- Sonya Borlandelli
- Bob Bradley
- Dave Burla
- George Childs
- Steve Coon
- Jim Gilmore
- Gail Hedberg
- Kent Hedberg

### Car Department
- Rich Alexander
- Paul Anderson
- Warren Benner
- Carlo Borlandelli
- Tom Crawford
- Gerald DeWitt
- Frank Fontes
- Norm Fraga
- Don Gholson
- Pete Goodier
- Jim Green
- Mike Healey
- Fred Krock
- Dan Loyola
- Dennis Mann
- Jim McDaniel
- Bob Moore
- Denis Murchison
- Tony Peters
- Joe Scardino
- Charles Smith
- Phil Stone
- Steve Van Meter

### Car Projects
- Bob Bailey

### Commissary
- Norm Fraga
- Rob Giles
- Armano Giovacchini
- Bonnie Harrington
- Jack Harrington
- Brady McDonald
- Patrice McDonald
- Al Minto
- Charlene Murrell
- Sue Thomas

### Docents
- John Burnside
- Doug Debs
- Jim Evans
- Fred Krock
- Melody Minto
- Wayne Shull
- Jim Stewart

### Special Events
- Donna Alexander
- Bob Bailey
- Bob Bradley
- Glenn Fountain
- Gail Hedberg
- Charlene Murrell
- Charles Smith
- Leslie Smith
- Pete Willis

### Depot Crew/Operations
- Donna Alexander
- Rich Alexander
- Bob Bailey
- John Burnside
- Ruth Ebert
- John Fenstermacher
- Glenn Fountain
- Jim Gilmore
- Kent Hedberg
- Jerry Higgins
- Steve Jones

### Train Crew
- John Zielinski
- Ken Lippman
- Roger McGlone
- Dan Mills
- Linda Stanley
- Pat Warren
- Pete Willis

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- John Zielinski
- Ken Lippman
- Roger McGlone
- Dan Mills
- Linda Stanley
- Pat Warren
- Pete Willis

### Gift Shop
- Trudie Burnside
- Gail Hedberg
- Charlene Murrell

### MOW / Track
- Bob Bailey
- Steve Barkarrie
- Steve Coon
- Doug Debs
- Frank Fontes
- Steve Hiu
- Steve Jones
- Karen Kadaja
- Greg LaFramboise
- Ken Lippman
- Gregg McNaughton
- Dee Murphy
- John Pelmulder
- Joe Peterson
- Bob Pratt
- Joe Romani
- Linda Stanley
- Jim Stewart
- Pat Stratton
- Mike Strider
- Ron Thomas
- Doug Vanderlee
- Ryan Wood
- Paul Veltman

### Bridges and Buildings
- Bob Bailey
- Dexter Day
- Karen Kadaja

### Electrical & Signals
- Rich Alexander
- Tim Flippo
- Curt Hoppins
- Dave Lion
- Joe Romani
- Jim Stewart
- Paul Veltman

### Mechanical Dept
- Tom Anderson
- Bob Bailey
- Henry Chandler
- Doug Debs
- Gerald DeWitt
- Gerry Feeley
- Jeff Haslam
- Chris Haufler
- Kent Hedberg
- Chuck Kent
- Greg LaFramboise
- George Mednick
- Mark Miller
- Derek Schipper
- Jeff Schwab
- Roger Skinner
- Jim Stewart
- Pat Stratton
- John Sutkus
- Dave Tadlock
- Ron Thomas
- Ted Unruh
- Jackie Vlasak
- Jon Williamson
- Eric Wright

### Other
- Don Buchholz
- Barry Lependorf
- Ray Strong
- Paul Veltman
The meet at Verona between WP’s Golden Gate Merchandise - with the first run of WP 1776 on March 28, 1976 - and the westbound SP 8432.