



# THE CLUB CAR



Bulletin 648

Pacific Locomotive Association, Inc.

[www.ncry.org](http://www.ncry.org)

August 2017

## Eastward track build progress



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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**

**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.

# ACTIVITIES CALENDAR

August 5	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
August 5	1st Saturday	Wine Tasting Special, 1 p.m. (Sunol Depot)
August 12	2nd Saturday	Board of Directors Meeting, 3 p.m. (Sunol Depot)
August 19	3rd Saturday	Tea on the Rails, 10am
August 19	3rd Saturday	Hot August Nights on the Rails, 7:30 pm
August 26	4th Saturday	Brush Cutting, 8am (Brightside Yard)

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.

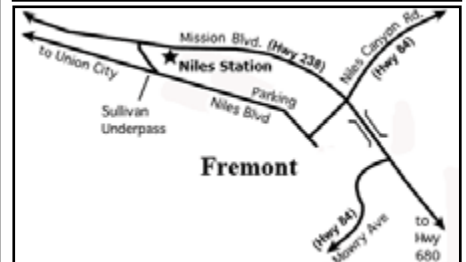
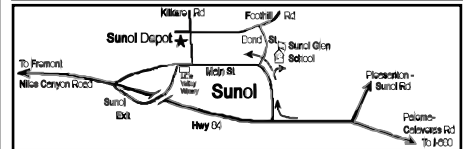
**Every Wednesday and Saturday is a WORK DAY at the Brightside Yard**

## ===== BOARD OF DIRECTORS =====

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## The Club Car

The deadline for submitting articles and photos for next month's issue of The Club Car is the **20th of this month**. Submitting articles is easy by e-mail in MS Word™ text format.

Send e-mail to:  
**clubcar@ncry.org**

Digital photos may also be submitted on digital media or by e-mail. Electronic images should be saved as PC format .jpg files with minimal compression (i.e., average to excellent quality). A text file with the photo number, description of photo and identifying the people in them is required.

To send documents, articles or photos, by snail mail, contact the editor at (510) 431-3401 for mailing instructions.

The editor reserves the right to hold or edit material as necessary.

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515.

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

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)



## President's Report

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 I 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](mailto:president@ncry.org)

Respectfully submitted

**Henry Baum**



### 2017 Livermore Valley Wine Tasting Specials

*Enjoy wine & food pairings from one of California's  
oldest wine regions aboard a historic train.*

**Saturdays:**  
July 15  
August 5  
September 9, 30

**\$45/person**



**Departs Sunol Depot 1:00 p.m.**  
**(returns 3:00 p.m.)**

**6 Kilcare Road, Sunol**

21+ please. No children, no pets.  
No outside food or beverages.  
Non-alcoholic beverages are provided.

**Tickets only available online**

**[ncry.org](http://ncry.org)**

**Info: 510-996-8420**



Proceeds support Niles Canyon Railway fundraising activities.  
Thank You!

Operated by volunteers of the  
Pacific Locomotive Association  
501(c)(3) not for profit



# NILES CANYON RAILWAY

## Along the Right of Way

FROM THE GENERAL MANAGER

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

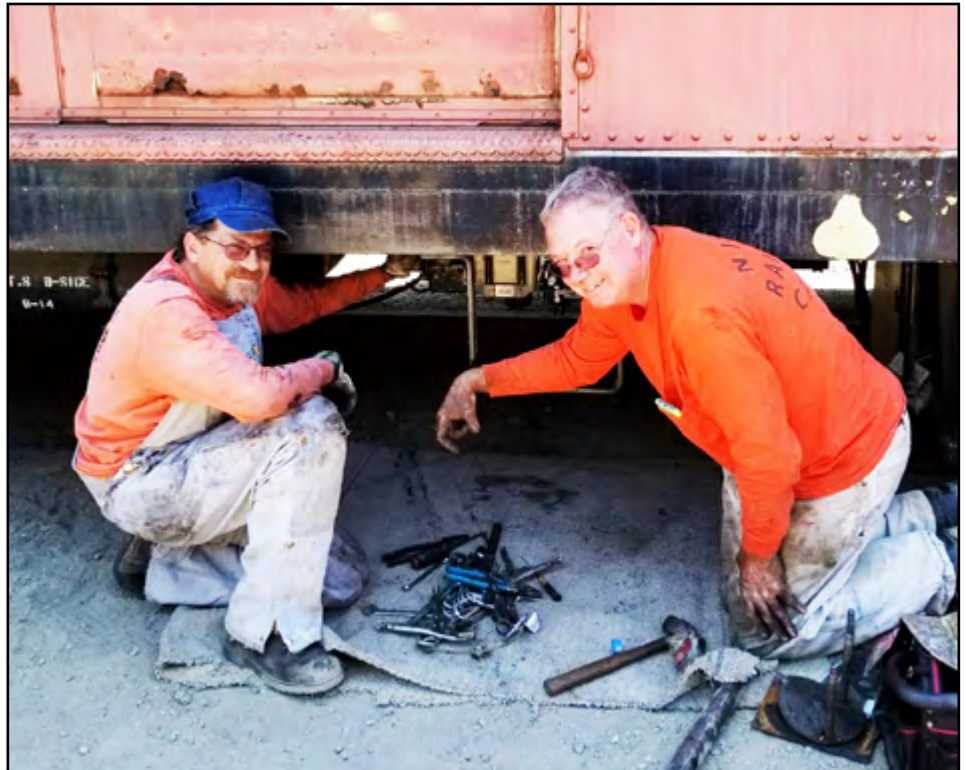


Photo by Dexter Day

**Gerald DeWitt and Jim Green got this job changed out in 6 hours in heat. Tested following day. Missed one Sunday ops. And a school day train.**

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



Photo by Dexter Day

**Jim Green was explaining to me what they did.**



## Along the Right of Way

FROM THE GENERAL MANAGER

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.



Photo by Dexter Day

New chipper for NCRY (The Bandit).



Photo by Dexter Day

Gerry Fenney giving OJT to Alameda Sheriff on running an engine after homeless camp inspection.

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](mailto: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

## NILES CANYON RAILWAY

# Along the Right of Way

FROM THE GENERAL MANAGER

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**



*Photo by Dexter Day*

John Burnside painting primer on car.



*Photo by Dexter Day*

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 - [fcocompost@aol.com](mailto:fcocompost@aol.com)  
**CAR MAINTENANCE** - Maintenance and repair - Tom Crawford - [tom@thecrawfordfamily.net](mailto:tom@thecrawfordfamily.net)  
**COMMISSARY** - Food Service on the trains - Bob Bradley - [ncry.commissary@yahoo.com](mailto:ncry.commissary@yahoo.com)  
**GIFT SHOP** - Work in the Sunol Gift Shop - Gail Hedberg - [giftshop@ncry.org](mailto:giftshop@ncry.org)  
**MOW CREW** - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - [wedmow@ncry.org](mailto:wedmow@ncry.org)  
**MOW CREW** - (SATURDAY) - Work on track repair, etc. - Michael Strider - [michael.strider@hdrinc.com](mailto:michael.strider@hdrinc.com)  
**SIGNALS** - Install / Maintain signal systems - Curt Hoppins - [curt@ncrysignal.com](mailto:curt@ncrysignal.com)  
**STATION** - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - [johnnsheerif@aol.com](mailto:johnnsheerif@aol.com)  
**STATION** - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - [station-agent@ncry.org](mailto:station-agent@ncry.org)



## Membership Report

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 ongoing 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**



*Photo by Jim Stewart*

**Introducing the Bandit Chipper! This machine will make short work of getting rid of the slash.**



*Photo by Jim Evans*

**SP articulated coach with recent air conditioning improvements behind last regular run of #4 this season with PLA 4th of July special.**

## Treasurer's Report

**Paul Veltman, Treasurer**

**June 2017**

In June, we received \$3,880 in donations.

\$930 was received for the General Fund, \$100 for the new locomotive shop, \$500 for the Pole Barn. \$2,100 for the SP 9010, \$50 for Steam Operations and \$50 for the YV 330.

Donors were: Rich Anderson, Anonymous, Pat Cassell, Paul Ellis, Alan Follett, Andrew Goodson, Jon Graff, Chuck Gullo, Charles Jellison, Deborah Levy in memory of Kent Brezee, Jorg Linke, Norman Pease and Anne Smith. We thank all of you for your generosity in helping the Niles Canyon Railway and its many projects.

**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>

**E-Mail:** [pla@ncry.info](mailto:pla@ncry.info)

**Twitter:** @toots4ncry

**Facebook:** <http://www.facebook.com/NilesCanyonRailway>

**YouTube:** <http://www.youtube.com/user/NilesCanyonRailRoad>





# NILES CANYON RAILWAY

## 4th of July PLA Volunteer Train and Picnic



Photos by Dan Sarka



# NILES CANYON RAILWAY

## 4th of July PLA Volunteer Train and Picnic





## Wednesday Maintenance of Way

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



*Photo by Jim Stewart*

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!



*Photo by Joe Peterson*

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

- 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**



*Photo by Jim Stewart*

The Bandit Chipper makes sawdust almost faster than Ron, Greg, Pat and Steve can feed the slash in ;-)

## Grant Funding Strategy for the Pacific Locomotive Association

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.
- Help re-create and preserve US rail passenger travel experience 1920-1960.
- 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

### 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.**



## *On Memoriam*

### 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.

He attended Western Michigan College 1955 – 1956, and Jackson Junior College 1956 -1959. After graduation in 1959, John joined the United States Air Force on the F-106 Delta Dart Electronics at McGuire AFB in New Jersey 1959 - 1963, and the Minuteman Missile Guidance System at Newark Air Force Station 1963 – 1967.

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
- ChemCo Systems on epoxy asphalt systems 1980 – 2007

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 deck 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

John is preceded in death by his father - Warren John Senf - 6/30/1906 – 1/1969; Mother - Emily Louise (Stoldt) Senf - 6/24/1911 – 9/1982; Sister - Mary Jane Ceranski (Senf-Bird) - 4/16/1940 – 3/1997; and Sister – Susan Emily Shank (Senf) – 1/11/1946 – 10/1985.

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:

- John Richard Shank married Joni

and had four children: Lucas Allen, Linda Emily, Jacob Warren and Gracie Susan.

- Paul Warren Shank married Wendy and has 14 children: Kristin April, Joshua Cody, Joseph Corey, Nora Jolene, Ethan Peter, Clairra Suzanne, Melony Ruth, Ellie Rose, Sophia Lynne, Aliza Evangeline, Reagan Liberty, Naomi Grace, Jack Gregory, and Adeline Isabel.

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](http://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**

## Signaleros Report

A few weeks ago the southeast Kilcare 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 Kilcare 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](http://www.ncrysignal.com).

**Curt Hoppins**



*Photo by Curt Hoppins*

**Frank Fontes and Steve Barkkarie straightening out the case.**



*Photo by Curt Hoppins*

**Cracked gate mechanism upper casting.**



*Photo by Curt Hoppins*

**Damaged gate mechanism door and case.**



*Photo by Curt Hoppins*

**Jim Stewart and Joe Romani showing off some B&C Transit bounty.**



# NILES CANYON RAILWAY

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

## MEMBERSHIP MEETING

Karen Kadaja  
Dave Lion  
Dennis Mann  
Peter Midnight  
Mark Miller  
Dan Mills  
Joe Peterson  
Nancy Peterson  
Bob Pratt  
Charles Smith  
Jim Stewart

## 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

## GRM PROJECTS

Bob Bailey

## COMMISSARY

Bob Bradley  
Doug Debs  
**Ruth Ebert**

## 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

## DEPOT CREW/OPERATIONS

Karen Kadaja  
Ken Lippman  
Roger McCluney  
Dan Mills  
Linda Stanley  
Pat Warren  
Pete Willis

## GIFT SHOP

**Trudie Burnside**  
Gail Hedberg  
Charlene Murrell

## TRAINING

Dexter Day

## TRAIN CREW

Rich Alexander  
Jim Baber  
Ed Best  
Edward Bindert  
Dave Burla  
Michael Carter  
Ray Crist  
Gerald DeWitt  
Charles Franz  
Warren Haack  
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

## TRAIN CREW

John Zielinski

## SWITCHING CREW

Kent Hedberg  
Eric Wright

## 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 Feeney  
Jeff Haslam  
Chris Hauf  
Kent Hedberg  
Chuck Kent  
**Justin Legg**  
Ken Lippman  
Bill Ross  
Derek Schipper  
Jeff Schwab  
Bill Stimmerman  
Howard Wise  
Eric Wright  
Bob Zenk  
John Zielinski

## MOW / TRACK

Bob Bailey  
Steve Barkkarie  
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  
John Zielinski

## OTHER

Don Buchholz  
Barry Lependorf  
Ray Strong  
Paul Veltman

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*Henry W. Brueckman Photo - WPRR Archives*

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.