The Pacific Locomotive Association collection includes many freight cars which the organization has acquired over the years to help with our mission statement to “preserve the physical aspects and atmosphere of Pacific Coast railroading during the period from 1910 to 1960.” The Steam Department has spent many man hours both maintaining and repairing the freight cars for service as well as repainting them back into their original paint schemes for use in Photo Freights. Photo Freights are recreated freight trains operated so photographers can take pictures along the railroad. Early freight car restorations completed by the steam crew starting in the late 1990’s included replacing all the damaged 3-dome tank-car wheelsets (the journals had been damaged by moving the car without journal brasses at Castro Point) which has been used for years to store fuel.

The Clover Valley #4 powered Westbound freight train into Niles during the 2020 Lerro Productions photocharter.

Photo by Alan Siegwarth

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 deadline for submitting articles and photos for next month’s issue of The Club Car is the 20th of THIS MONTH!

Submit articles by e-mail in WORD text format. Digital photos may also be submitted by e-mail.

Digital photos should be saved as PC format .jpg files.

A WORD file with the photo number, description of photo and identifying the people in them IS REQUIRED.

Send to the Editor, Barry Lependorf at clubcar@ncry.org

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

Ed Best - Volunteer Coordinator

The people listed below reported over 6,500 volunteer hours for the month of December. Please continue to report your volunteer hours to me by e-mail at volunteers@ncry.org. Train Crew hours are collected directly from the log sheets and meeting attendance by teleconference is reported to me by the Membership Secretary.
2021 is behind us, and I am focusing on a productive 2022 for the organization. And that means changes being made and projects getting done.

After extensive discussion at the January Board of Directors’ meeting, it was agreed that the February BOD meeting would be on Friday evening, February 11th at 5:30 in Brightside White House, with all future meetings being at the same time on the second Friday of the month. These meetings will be hybrid in-person/phone meetings with in-person attendance for Board members not being required. This will allow us to handle meeting Covid-19 requirements and not deal with the weather inside the White House for those who are uncomfortable with group settings, masks, and/or low temperatures.

After extensive discussion the BOD decided to continue operating the NCRy on the current Covid schedule until further notice. Advanced online ticket sales will continue for trains running the 2nd & 3rd weekends beginning in February. Trains will depart out of Sunol, two trips each day with our 5-car standard train.

Eastbound M-200 runs out of Sunol, operating all trains out of Niles and putting the gift shop Combine on the property.

There are a number of projects that are in process that were begun in prior years and that need to be finished up.
• **9010 – Return to Operation – Howard Wise**
  o-The Maybach is back in the locomotive, and Howard is getting it ready to run. Cab windows are being installed.
• **Ranch car – Dennis Mann**
  o-Lots of details still need to be worked out regarding wheelsets, generator, air conditioning, linoleum, upholstery, windows, plumbing and painting.
• **Stockcar R & R – Doug Vanderlee**
  o-Primarily fixing doors and getting it painted.
• **1744 locomotive – Charles Franz**
  o-Will require more work and funding due to recent discoveries about the condition of the axles and boxes after removing the drivers. No way to know this was improperly restored until now, but it would be criminal not to fix it while everything is apart.
• **Brightside water – Steve Barkkarie**
  o-Steve is fleshing out the design for the storage system. He worked out a demonstration system that allowed us to refill the non-potable water tank in the Commissary car while dumping the black water tank during the deadhead runs which saved a tremendous amount of time and effort trying to fill the tank in Sunol.
• **Niles water – Doug Vanderlee**
  o-We are still trying to determine the most expedient and cost-effective way to get water service onto the Niles property. Amazing how difficult it is to find out what water service is available where and how best to bring it onto the property.
• **Carshop lead shed & pit - Warren Haack**
• **Brightside fuel depot – Alan Siegwarth**
• **Brightside electrical upgrade**
• **Improved radio communications – Kurt Olson**
• **Replacing AT&T - Matt Petach**
• **MW 601 out of Shinn – Robert Pratt**
• **Niles projects in conjunction with Santa Clara donations – Henry Baum**
• **Commissary car generator replacement - ??**

The first four projects are following detailed plans and are funded, but there are still details that need to be worked out to get to a final stage for all of them. The two water projects have funding available, but the detailed designs still need to be developed. Then we will know what it will cost to implement them. The rest of these projects are still under development, so a final plan and a final budget have not been developed.

Several other projects are being developed and hopefully will be carried to fruition during the coming months. We are identifying cars that need to be painted prior to next year’s TOL. We are also working to determine what we can do to add more bathrooms on the train. The dearth of restrooms was really the only thing that our passengers commented on that was negative. Everyone loved the TOL, everyone loved the new cups we used, everyone was amazed that we pulled it off with the pandemic, and that we do it all with volunteers. Nothing but praise except ‘need more bathrooms’ was always tossed into the discussion. We really want to be able to tell our passengers when they buy their tickets for 2022 “NOW WITH MORE BATHROOMS”.

More bathrooms means more blackwater tanks that need to be drained, and more water tanks that need to be filled, but we believe we have a methodology for implementing that, just needs to be built and tested.

We have a lot of things going on, and they cannot happen without folks jumping in to work on them. Some jobs will be best accomplished by contracting them out, others need talented volunteers to manage them and get things done.

As always, if you would like to discuss this opportunity or 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

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**Watch for these March Events**

**March 26 SAT**
Wedding Charter
5:00 pm to 7:00 pm
Contact: Jim Evans

**March 28 MON**
Steam Photo Charter
Contact: Jim Evans
On December 8, 2021, pioneering PLA/NCRY member, John E. Pelmulder, passed away after a short battle with cancer. He was 62.

John joined the PLA soon after it moved to Niles Canyon, and was among those first volunteers who started building track to the West from Brightside. He teamed up with Member, Chris Boza, a professional Arborist, to trim trees along the right-of-way, to make way for track construction. John would tow the PLA's little “Eager Beaver” limb chipper down the right-of-way behind his Chevy Suburban to chip the limbs he and Chris removed.

When not tree trimming, John volunteered to build track. His signature, along with those of other gang members, is on the PLA’s famous “Golden Spike” commemorating completion of track building up to the Mission Bridges. The Spike can be seen on the Lifetime Achievement Award Plaque displayed in the Sunol Depot Museum.

After about 15 years of brush cutting together, Chris Boza moved out of state, leaving John to spearhead the volunteer gang of Arboreros. He was usually in the operator’s bucket the high-reach Bucket Truck, performing the precision cuts to clear limbs overhanging the ROW, while others on the ground bucked and chipped the slash. For this reason, it has been very difficult to find a good photograph of John. He was usually working from the bucket, high up in the air.

John was a Renaissance Man. He was a professional Journeyman auto mechanic, specializing in Volvos. During his career, he also worked on Porsches, McLarens, and Citroen-Maserati. He raced Fiats. John could weld. He was an accomplished woodworker, sculptor, beekeeper, voracious reader, railroad brakeman, and photographer. Many of the “Club Car” photographs of the early NCRY have a John Pelmulder photo credit.

John was very quiet and focused on the task at hand. During lunch breaks, if asked, John could detail various aspects of the history of Niles Canyon, including how the highway alignment changed over the decades. He knew all about the various flowers, trees and animals that inhabit the Canyon. There is an edible plant that grows in the Canyon, called “Indian Soap Plant”. The Native Ohlones had dozens of uses for the plant, and John knew them all.

John was a great mentor. I owe much of what I know about proper and safe chainsaw use, and tree care to John. He was like a brother to me. I will always appreciate his skill, his work ethic, and his friendship. He will be missed personally by those of us who volunteered alongside John over the decades, as well as by the PLA/NCRY which has lost a significant volunteer who headed the work needed to maintain its Right-of-Way to FRA sight line regulations.

Brother in Sawdust,
Steve Jones
Along the Right of Way

February has come to the canyon and back East at Gobblers knob, Punxsutawney Phil came out of his den, put on his mask, saw the shadow of Omicron and decided to self-isolate for another six weeks until Spring. We here at NCRY are braving the elements while de-constructing the TOL and getting ready for a new year of operations. We are planning trains with the health and safety of our passengers and volunteers in mind, and with the comments of “We’re so glad you’re back” still ringing in our ears.

MOW never skipped a beat getting back to the business of railroading. The mainline continues to develop in the East. A good turnout in January profiled another 300 feet to past the current yellow board and another 400 ft. will put us into the tangent climbing to Happy Valley. More ballast has been brought in to carry on. Back in the canyon, we had a great crew go out and place a dozen ties in the spur at MP 32.25 (The Spot). The elements have taken the last those ties had in them, and we were afraid the track may not hold gauge under a locomotive. After just a few hours, our team of veteran gandy dancers (with a new volunteer, who, guess what, is another “Steve”) had skip spiked over 80 feet of track to gauge. Now we don’t have to worry if we need to grab a flat car or dump car or hopper car off that spur. That chore got done so fast the crew was able to return to Brightside for lunch and complete two other nailing fixes. One, was to put the last bolt in Car shop 2 lead coming off the turnout that has been mocking us for years. That joint had one end with 5” hole spacing and the other has 5 ½” hole spacing. Five-inch bars won’t work and a five and a half inch bars leave one hole misaligned. The only solution is to remove the bars and elongate the hole with a die grinder. No fair using a torch, that is against the rules, but using a small metal deburring tool did the trick in no time. A second annoyance was a couple tie plates that have twisted out of place just inside the East gate. I notice those plates every time I go to the gate and always say to myself “we’ll get to those one day”. Well, I’m glad that “one day” finally came.

Around Brightside, the decorations are coming off one car after another and being stored carefully away for another year (well, seven months). Car dept is taking advantage of the time between operations to spruce up some paint. The first car on the list is the “Brightside” open car and to get started it has been spotted by the shop. We hope to get to the “Park” car and “Bones” as well this year. Plans to get the 2101 painted are complicated by some metal work that needs to be done and re-prepping everything that has been in primer for years. We will just take it one car at a time.

In other work on the mainline, we will continue to clean up the Right of Way. SFPUC has pledged us some labor assistance to repay our support of their work at Joyland park. We will use the same technique with the burro placing a large can down at the site and transferring the trash to a large bin. I really want to see a tidy track for our passengers.
Simms Metal in Richmond took in several bridge sections for scrap and have offered us all the timber from them. There is over three hundred good condition bridge ties and a bunch of guard timber as well. We need guard timber replacements on nearly every bridge on the line and the bridge ties will save a ton when we re-deck the Happy Valley and/or the Estates bridges. They might be great for ties on a turntable also. A&K rail suppliers offered to buy the wood but Simms metal agreed to donate them to us instead.

Anyone who has walked through the car shop recently would be treated to the “Ranch” car showing no ribs on the North side. Even though some seams need to be welded, all the skin is in place and the car is looking awesome. Howard has also assembled a small compressor to give the car an independent water lift system which is a nifty little upgrade.

To prepare for use later this Spring, the M-200 railbus has been receiving attention. After reviving it to transport troops for the canyon clean-up a few fixes popped up. It was found the bell clapper quit working but turns out it just needed a couple O-rings and some lubrication. Also, the windshield wipers acted up and similar treatment has them slapping time again. An easy-to-use filler funnel has been made to make the chore of “burping” the torque converter more convenient. A stiffer mounting bracket has been added to the rear view camera to steady the image. That color camera upgrade is great, the picture is sharp and way better than the old side mirror. The sanders got a workout and are in good shape. The most important improvement is addition of a restroom facility. Historically the motorcar had a toilet with on-track dumping and was abandoned long ago along with the water system being disconnected. Well, it just so happens that PLA had purchased a self-contained holding tank commode some years ago that has never been used. It looked like a tight fit but after some squeezing and a pinch, it finally came out right. What a relief, and not just for me, but for all the passengers that will come and go.

All things are looking good for NCRY in the coming year and I want to send my best wishes to all our friends and volunteers, especially the ones who can only be here in spirit. We have seen some new faces already and if the turnout of volunteers on the TOL is any indicator, lots of people are wanting to lend a hand. If you know someone who has skills, press an application in their hand and invite them out to the Canyon. Everybody wins.

See you down the rails,
Continued from Page 1

oil, painting and repairing the NATX tankcar (used for transporting water to Brightside) and painting flatcar MOW #6. These cars and others were used in various special events over the years including the Winterail Photographers Specials, PLA 4th of July operations and Steamfest Events.

In recent years, the PLA’s operable freight car fleet has grown with more cars being inspected/repaired mechanically and elaborate paint and lettering done by Chris Hauf. The cars have been used more frequently over the past few years starting with a Lerro Productions charter in 2020 and several “Ride the 7 for the SP 1744” fundraiser charters. Chris has upped our game with painting the cars and installed fantastic lettering including all the data information such as on the SP Boxcar and Union Pacific Gondola.

Our efforts have been noticed by Dick Harley, who lives in Southern California and is an expert on Southern Pacific and other western railroad lettering practices. Chris started collaborating with him and he has provided the lettering in electronic form for the SP Boxcar and UP Gondola. Chris uses these files to create stencils for painting the lettering. According to Chris, Mr. Harley has been so happy to see his work in full scale that he recently made a donation to help the PLA continue the freight car preservation work – a $10,000 donation! A big thank you to Dick Harley, your donation will help PLA’s Steam Department restore future freight cars in our collection for use on the Niles Canyon Railway.

If you want to see our freight cars in action, there are still a few tickets left for the Niles Canyon Railway Lerro Productions Photocharter on March 29, visit their website for more information at - https://www.lerrophotography.com/workshop-tour/california-steam-2022/

Henry Chandler and Charles Franz helping to prep the UP Gondola for paint.
Building on a full repainting and nearly complete lettering job done two years ago for another photo charter, Chris Hauf has also added back the 45 inch Southern Pacific Lines logos to our SP boxcar along with the dimensional stenciling. The car still needs to have some additional stencil lettering along with the proper white stripe above the SOUTHERN PACIFIC added as the weather permits to complete the job. A special thanks to PLA member, Dick Harley, who is an SP freight car lettering expert for sharing the lettering in digital form with Chris so he could cut the proper stencils and do all of the application. Having a source for historically accurate lettering in digital form is great, and we thank both Dick and Chris for all of their hard work on returning this car to a period appropriate paint scheme.

Broadside of our Union Pacific drop bottom gon that is now complete with all new paint and lettering thanks to Chris Hauf along with lettering artwork by PLA member, Dick Harley. Another collaboration between Chris and Dick, this car really looks great and can typically be seen by anyone passing through our Brightside yard.
For Railroaders, it was just a station change. From the historical perspective of a place, it signaled a significant transition. The following is the rest of the story of the birthing of Niles. This is where this month’s tale begins. The wheels were set in motion on Monday September 6, 1869. That was when the first through train from Sacramento, reportedly with Leland Stanford aboard, rolled onto the terminal of the old Alameda wharf to a waiting and cheering crowd. The celebration marked the completion of the final leg of the first transcontinental railroad “from the Missouri river to the Pacific Ocean.” The first through train also marked the inaugural operation of the San Jose Junction (see Fig. 1).

While within the confines of Alameda Canyon (now Niles Canyon), the train from Sacramento stopped before the newly constructed San Jose junction (around present day Milepost 30.6). At San Jose Junction, a locomotive with several cars were uncoupled and switched onto the old WPRR line South to San Jose (hence its name: San Jose Junction), whereas the main train veered West and North to Alameda along the newly constructed San Francisco Bay Railroad Line. Due to the narrow confines of the canyon, the San Jose Junction was not suitable to be more than temporary. The permanent solution was to establish a new junction in the valley where there would be room to turn a locomotive around and for other switching operations.

“The Alameda Gazette reported in mid-October 1869 that a new junction (around Milepost 29) in the valley near Vallejo’s Mill was graded. This was accomplished by using Chinese workers. Thus, laying the foundations for future Niles.”

Sensing and seizing the opportunity, Plutarco Vallejo—a mining engineer, graduate of Santa Clara College, and son of Mills owner J. J. Vallejo—asked surveyor Luis Castro to subdivide a small triangular piece of land that included the Mills, adjacent to and East of the new junction. On Wednesday, November 3, 1869, Plutarco Vallejo recorded the Vallejo Mills subdivision as a plat of 23 town lots along Vallejo Street.

“In the following week, Central Pacific completed the track from Melrose to Oakland and moved its western terminus to Oakland.”

“Also, Contract & Finance Company, a Central Pacific Railroad subsidiary, purchased a quarter section of land at $150.00/acre adjacent to and West of the new junction with plans to subdivide it (which won’t happen until 14 years later). Thus, within a month of completion of grading of the new junction, seeds of town lots were planted, or planned...
to be planted on each side of the new junction in the valley.”

In the meantime, Central Pacific renamed the Vallejo Mills Station at the San Jose Junction in the canyon as “Niles”, after Nevada County judge and Central Pacific railroad supporter Addison Cook Niles. The name change involved changing the name of the station sign in the canyon and in train schedules. The location of the station remained unchanged at the San Jose Junction in the canyon. The earliest mention (found so far) of this new name “Niles” appeared in an article in the Daily Alta California on December 3, 1869.

“On January 6, 1870, the Sacramento Daily Union reported that the junction adjacent to Vallejo’s Mills in the valley was nearly completed.” But several months had to pass before Central Pacific was ready to make the switchover from the San Jose Junction to the new junction. The delay was probably due to the need to double track the section from Melrose to San Leandro after having a horrendous head-on collision on that single-track stretch of track in November 1869. Finally, on Thursday, April 28, 1870. The Daily Alta California (as well as the San Jose Mercury news the day after) carried brief of a Central Pacific Railroad station change: “The station known heretofore as ‘San Jose Junction,’ will no longer be a stopping place for trains either way. Passengers for San Jose will change cars at Niles.” “Quietly without fanfare, the new junction becomes “Niles” and operational.”

The eight months old San Jose Junction in the canyon was decommissioned. Its southern approach was later abandoned and removed. Within months, the Niles Junction had a depot, complete with a restaurant and saloon for transferring to/from San Jose for the Overland Mainline to/from Oakland. Within several years. Niles Junction included a freight house, water tower, coal bin, and a locomotive roundhouse and turntable. More important, on April 28, 1870, a transportation lifeblood for the locality was inaugurated, and a new town, adjacent to the newly operating Niles Junction in Alameda Valley, was born.

This was a great article by Victor K Wong. Although you think you know some of the history of Niles Canyon, it is great when you can read the story and refer to maps of the area in that time period to make it clear. I really enjoyed working on this month’s “Tales of the Past.” It is a great history lesson for all of us, since we operate trains over the same turf this article covers. Hope all enjoyed reading this article. With that said. This tale comes to an end.

Dexter D. Day
A day of building East

Steve Hill watching Steve Barkkarie on CAT backhoe pulling load of ballast out of Verona Spur.

Crew setting rail profile with jacks, followed by tamper operated by Pat Stratton.
How to sign into the Member's Web Site
Your log in should be the initial of your first name and your last name, and your password. If you forgot your password, you can request one from Club Express or I can reset it for you. Be sure to check your junk or spam folders for your notification.

Step one:
Log in at ncry.org; click on drop down tab ‘About’ then click on ‘Members Website’;

In the upper right hand corner click on ‘member log in’

It should look like this:

Click on profile and you should see this:

I hope this makes it easier for you to check and update your information on the Member’s Site (Club Express).

New and returning members:
Dalip Bahati, Therese Benavidez, Paul Brooks, Wade M. dos Santos, Craig Ferguson, Lawrence M. Johmann, Alan Laity, Kathleen Laity, Margo Olsen, Marc Petroni, Rebecca Shaffer, James Spencer

If you have any questions about membership, please contact me by email at: membership@ncry.org please do not use my personal email. If you do then Donna has to forward them to me.

Rich Alexander

Steve Barkkarie installed a new system to pump water into the holding tanks at the same time as emptying the potty. This greatly speeds up time of operations. Yes the hoses are different sizes so no one can mix them up!
Happy New Year. We are 50% through our July-to-June fiscal year ending in June 2022. Upon completion of our 2021 Train of Lights season the PLA's bank accounts look good. Thank you to everyone who took part, you helped make a difference for many people this COVID Holiday!

Our gross revenue from TOL was over $804,000. Our net earnings can't be told yet because many expenses related to this activity haven't been booked - we will know more this time next month. It is an expensive activity for us to put on, but all indications are it was very successful, and not only financially - but our riders had a great time, and our volunteers did too.

Besides proceeds from ticket sales, our gift shop on the train did very well. You know that lovely quilt we had to raffle? We received donations of $2,260 for it; we will send the quilt makers their half of $1,130 and keep the rest.

Regarding our balance sheet, the Stock account (available for operations) increased in value by over $159k just in December. Our Endowment account (an investment account, not directly in dividends. Our Endowment account we are drawing almost $1,100 a year now raised over $91,000 toward restoration. We have spent almost $56,000 (including acquisition), with some of our largest expenses still to come - custom linoleum flooring, replace rubber seals in windows, air conditioning, work on the wheel sets, interior upholstery, and exterior painting. So, keep this character-filled lounge car in your hearts and minds, as more funds will be needed to complete it.

The PLA received over $101,000 in donations during December. Donations of over $23k to the General Fund included a $5k donation, the $1k from Walmart, and $2,260 for the quilt raffle. $7,700 of that came from the various Donation receptacles we placed throughout the TOL! That is great news, that after buying tickets to ride our train those same folks enjoyed the experience so much they contributed more – gave us a tip! I think this underlines what a great product we have and highlights the friendly service our volunteers give as well.

Our SP1744 restoration received $2k besides the almost $29k match from the Farwells; we received a cool $10k for “freight cars in general”; and another $5k toward our long awaited locomotive shop. A donation of $1k was made toward our efforts to upgrade our communications infrastructure; $500 for MOW; $400 toward the Pleasanton Extension; and $800 in In-kind Contributions from members.

Note to all Volunteers: If you receive any products on behalf of the PLA, make sure the packing list or other receiving document gets to me with your signature, date, and “received” on it. I need to know this before making payment on the purchase.

I have had the pleasure, and the responsibility, to fill the position of Treasurer for the PLA these past 3 years. It really is a great job, a Board position in the thick of PLA activities. My term ends June 30, and there will be an election for the position for the next two years. If anyone would like to talk to me about running for this job, let me know. For the right new candidate, I might be convinced to drop out of the race. Think about it.

If you have any questions, let me know.

Pat Stratton

Treasurer’s Report

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: 94-6130873, CA ID is: 0501445.
Thank you Bob, Ruchit, Henry, Jacques, Peter, Logan, Mike, Gary, Dan, Doug, Raymond, Bob, Annie, John, Liam, Nick, Joe, Lou and sons, Roger, Glenn, Richard, Janet, Phil, Ky, lie, Cynder, Stephanie, Patrick, Bev, Stephen, Clark, Lauren, Sally, Dan, Crystal, Laura, Lindsay, Barbra, Rene, Karen, Susan, Connie, Theresa, Christopher, Jim, Rob, Kimmi, Steve, Sue, Ron, Dan, Gerry, Nancy, Mimi, Rose-Marie, Laura, Doug, Linda, David, Ed, Linda, Rebecca, Peter, Joyce, Alex, Brandon, Jack, Bonnie, Steve, Cathy, Hal, Madeline, Allison, Jim, Dexter, Steve, JoAnn, Mark, Wayne, Rhonda, Bob, Dalip, Bruce, Pat, Mary, Mika, Cody, Alan, Joe, Vicki and friend, Tom, John, Pat, Dave, Tom, Frankie, Florence, Wendy, Steve, Matt, Gretchen, Vivi, Angel, Honey, Juanita, Alex, Gail, Garrett, Rudy, Chuck, Nick, Patrice, Charlene, Brian, Paul, Jim, Rich.

Some of you signed up your friends using your email address; if you did this, please let them know we appreciate their volunteering.

If you didn’t sign up online but came out to help, thank you too. I got names from the online sign ups and my list, but towards the end we had some swaps with people not being able to work their spot and others came to take their place and I might have missed someone who came to help at the last minute. I also want to thank all of the train and engine crews for spending long days prepping the train and putting it to bed every night. All of you had longer days/nights than our other volunteers.

We weren’t sure what was going to happen this year or if we would be able to complete the TOL year but it happened and we did, and it was a very successful event. And wow! We had approximately 41 NEW to Train of Lights volunteers this year! What a fantastic amount of people showing they wanted to help. We couldn’t have done it without all of you supporting this event. And if you weren’t able to volunteer this year, I hope next year will be better and you can come out and enjoy the season while helping on or off the train.

I hope everyone had a great time and enjoyed working at the various spots, and you will look forward to volunteering with us during our February through October operating days and also sign up for volunteering again for our 2022 Train of Lights.

Thank you again to all of our volunteers for this year’s fantastic Train of Lights!! It couldn’t have happened without all of you working together!!

donna alexander

TOL Volunteer Appreciation Celebration & Dinner
Lucie Stern Community Center
1305 Middlefield Rd, Palo Alto, CA 94301
Sunday, March 6, 2022
4:00-7:30pm
For all TOL volunteers and spouse/guest!

We will provide:
Baked ham, roast turkey, roast beef, cheese & sourdough bread, paper plates, knife/fork/spoon, cups, napkins coffee, water, & hot tea.

Potluck:
Bring a salad, side dish, dessert, or drink to share, plus a serving utensil (if needed).

Cost:
No charge if RSVP by Sunday Feb 27.

RSVP at:
https://members.ncry.org/content.aspx?page_id=4002&club_id=541047&item_id=1631434

$10/person at the door if RSVP after Feb 27.

Questions? Contact Doug Debs, cell 650-704-1487, e-mail: dougdebs2472@yahoo.com
Train leaving Molate Beach on Castro Point Railway in 1984 with QRR #2 and CVRR #4.

Photo by the late CG Heimerdinger Jr.