

the Plumas County road department in Quincy.

In 1937, Hap hired out with the Western Pacific working as a clerk. His duties included crew calling, checking all the cars in the yard and working to harvest ice from Grizzly Pond then icing refrigerator cars on the ice deck. His most challenging job was as a call boy. In the early days he would have to "shag" crews on foot or on a bicycle. The called crew would have to sign the call book. Union contracts required that the crew be called one and one-half hours before the reporting time. When the crew, usually five or six members, lived in scattered locations around town it was difficult to get them all called on time.

Drinking was a real problem at times, often having to find one or more crew members in one of the nine bars located in Portola. One time he had four inebriated crew members and one sober man. The sober man wouldn't work with the others so he had to find another drunk to work on the crew.

Portola had nine bars, nine churches and nine houses of ill repute. The town was alive with people on weekends, so much that even at 10 o'clock at night one would have to walk in the street because of the crowded sidewalks. Men would be in town from the railroad, lumber mills at Delleker, Graeagle, Sloat, Loyaltan and Calpine in addition to workers from Walker mine.

The telephone and automobile made Hap's work easier, but as long as the rail worker lived within one and one-half miles of the depot he could request to be called in person. Hap also delivered Western Union telegrams. When this was required he had to put on leggings and a Western Union cap, ride a Western Union bicycle and deliver the telegram. The US Army called Hap to serve in WW II, most of the time was spent in the South Pacific theatre.

Hap retired from the Western Pacific in 1976. Hap and Sug's home on the corner of Second and Main was once the Portola Library, they have lived there for 43 years. Hap is now an octogenarian, is in reasonably good health and we hope he remains so, so he can continue to keep us all in line.

—**Norman Holmes**

**—FRRS BOARD MEETING—  
—SCHEDULE 1999—**

**Feb20, Mar20, Apr10, May15  
(Annual Meeting, Election), Jun19,  
Jul17, Aug14, Sep11, Oct16,  
Nov13, Dec11.**



**—CMO—  
—REPORT—**

**—HANK STILES—  
CHIEF MECHANICAL OFFICER**

Work in the Mechanical Department is at a slow pace in Portola this time of year. The weather got really cold early this winter, and the FR&W #1857 suffered some freeze damage. I must take responsibility for this damage. I assumed that someone else would be draining the engine and they assumed that I had. A plan is now in the works for repairs. On a brighter note however, there is a lot going on in Woodland. As many of you know the WP 2001 is in Woodland on the Yolo Short Line. Management of this up and coming former Sacramento Northern Woodland branch, now known as the Yolo Short Line, and the FRRS has entered into a contract that will help us both.

The Woodland weather although not summer like is a vast improvement over the weather in Portola this time of year. This allows us to work on the engine to have it ready for use this summer at RailFair '99. Repair of radiators, work in the cab, repair of brake and brake rigging and electrical maintenance are all things that we will be doing. I would like to invite all of you to come to Woodland on Tuesdays at 8:00 AM at 1965 East Main Street to work on this project. You will not only get to help on this very worthwhile project but you will also get to work with a bunch of great people.

Those of you that are "online" may want to look at Jim Ley's site for this project. You can get a lot of information at this address: [www.jps.net/n6lvi/2001.html](http://www.jps.net/n6lvi/2001.html). This site is worth your time. Jim makes full use of his Christmas present, a digital camera, putting in some very nice shots of us getting down to business. There is a lot of work to do, but with the people we have and your help and your dollars we will have an engine that we can be proud of and will show the world that we can do restorations that anyone would be proud of.

I spoke of your dollars before. This project is going to cost a lot of money to complete. We need to raise the money for this project. Towards that end I would like to contribute the first \$100.00 to a special fund to pay for this 2001 project. I invite all of you to

contribute whatever amount that you can. Every dollar we raise will help us towards having an engine that we can be proud of at RailFair '99. So please make your checks out to FRRS, 2001 Fund and mail them to 2001 Project, Portola Railroad Museum PO Box 608 Portola CA 96122-0608. When you see the 2001 at RailFair '99 this year you will know it was a wise investment on your part.

I trust that all of you had as good of a holiday season as I had with my family and that your New Year is looking bright.

Thank you!

—**Hank “Flat Iron” Stiles**

## OPERATING DEPARTMENT REPORT —JIM GIDLEY, SR.—

Have you ever been to the PRRM and seen the caboose train running with happy people riding it, or the switching of cars or engines? Have you thought to yourself, boy how I would like to be on the train crew and do that?

### ***NOW IS THE TIME!***

The 1999 Operating Dept train crew training date is April 24. This is on a Saturday. You may want to stay overnight at the museum and help around the museum on Sunday. The second training date is May 2. This is a Sunday, so you may want to help around the museum on Saturday, staying overnight and taking the crew training on Sunday. You will need to have a pencil, gloves, leather foot wear that protects your ankles, sack lunch or lunch in town, if staying overnight a sleeping bag, etc.

The crew training and annual rule exam will start at 10:00 AM, first with the rule exam. From 1:00 to 3:30 PM we will cover the qualification book, hand signals, how to throw switches, getting on and off moving trains, how train brakes work, and how to couple cars.

We do need your help. As the 1998 operating season wound down we did not have enough crew members to safely run a full caboose train and had to cancel them. With RailFair '99 going on in Sacramento June 18-27, we will be very short of crew members.

### **RailFair '99**

RailFair '99 will be held in Old Sacramento for 10 days. PRRM will have #2001 there along with a Portola information booth. This is a great opportunity for you to help us. The information booth will have to be manned along with baby sitting the 2001. You do not have to be a member of the Operating Dept to help. Please bare in mind the museum in Portola will

also be open with trains running. Please let us know if you can be of help with dates and what you are willing to do in Portola or Sacramento. Thanks!

—**Jim Gidley, Sr.**

Senior Trainmaster

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## —MAGNOLIA TOWER—

A fund has been established by the Feather River Rail Society to help save the former Magnolia Tower that protected the movements of trains between the WP and SP. Located in Oakland, this SP operated tower controlled the movement of SP trains between Kirkham St and Elmhurst Jct and the movements of WP trains across the SP into their Oakland yard. The tower at its closing had 10 power switches, 12 signal levers plus other misc. equipment. This tower operated from December 29, 1912 to June 23, 1994.

Currently an effort has been resurrected by Mike Huggins to save the tower in cooperation with the Port of Oakland, City of Oakland and the Union Pacific RR. FRRS would like to maintain the tower as a support to this effort. A preliminary site has been chosen along the mainline in Jack London Square, but a volunteer group would be needed to man it. The FRRS has been chosen for that group. If you would like to make a donation to this fund, please make it to the FRRS with a memo stating it's for the Magnolia Tower Fund. Please send it to FRRS, PO Box 608, Portola CA 96122. A special plaque will be displayed inside the tower recognizing everyone that contributed. If you are interested in being a volunteer, please drop me a line at PO Box 23721 Oakland CA 94623-0721 or E-mail me at Winterail@Compuserve.com.

—**Vic Neves, Director**

## —FRRS 1999 DATES—

**Feb20** Board Meeting.

**Mar20** Board Meeting.

**Apr03** Locomotive Maintenance Workday.

**Apr10** Board Meeting.

**Apr16-17** Historical Convention.

**Apr24** Crew Training.

**Apr25** Workday.

**May01** Locomotive Maintenance Workday.

**May02** Crew Training.

**May15** Board Meeting, Annual Meeting, Election.

**May29** Memorial Weekend, Opening Weekend

**Jun05** Locomotive Maintenance Workday.

**Jun19** Board Meeting.