

thanks to Tom Graham, Judy, Melissa and William McGrath, Steve Habeck and others the train was decorated. An engine was started and train rides began. The Beanery counters were loaded with cookies, coffee and hot water for coca, cider and tea was ready. Rolph Gaudard again sat in for Santa, Ken Roller ran his model railroad, Edna Ede, Missy Iverson and Lolli Bryan served the hungry crowds of children and adults while Barbara and Norman Holmes opened the Gift Shop.

The train crew consisted of Steve Habeck, Vic Neves, Hank Stiles, Tom Graham, Judy, Melissa and William McGrath, Bob Carr, Tom Mueller, Wayne Monger, Don Borden and Ken Iverson. Other prep work before and after the activities was performed by Ed Powell, Doug Morgan and Skip Englert. Hap Mani bought two Christmas trees and decorated them for our event. Cookies were furnished by ladies from the Rebecca and others including: Edna Ede, Ann Foster, Ellen Housen, Patsy Lamm, Marietta Thompson, Leslie Anderson, Tootie Betzer and Elanne Lucas.

—Norman Holmes

—HAP'S CABOOSING—

Other than the Santa Train preparations regular routine work continues. Ken Iverson is keeping our batteries charged and the facilities in order with Doug Morgan. Ken and Doug were busy trying to keep the display, meeting and rest room floors dry. (In winter, ice forms on the north side of the building and when it melts it runs into some of the rooms because of the too low floors. A problem we have tried to fix for years).

A propane heater was installed in the women's rest room to keep the plumbing from freezing. Winter work in Portola is always a challenge. In the week before Christmas the temperature ranged from below zero at night to a warm mid 20's during the day. Then the next week it ranged between 25 and 45 degrees.

—Hap Mani



—MEMBER PORTRAITS—

This is the second of a series of Member Portraits

Harry D. "Hap" Mani is one of our Charter members having joined our organization in 1983, and is now a Life Member. Hap has been active around the museum ever since. He volunteers his time whenever a tour group arrives, helps in the Gift Shop, gets out a broom whenever we have a cleanup day and motivates us to help get the job done. He keeps a journal of day to day activities, which we use to report these activities in the *Train Sheet* under the "Caboosing" heading. Whenever we need to find something or need a part or tool the word is "Ask Hap."

Hap was born in Loyaltown on June 10, 1916, his family moved to Portola to work in the lumber mills in 1929, and Hap has lived there ever since. After graduating from High School he worked for the County doing among other things, oiling the dirt roads common at the time. He married Evelyn, known as Sugar, August 3, 1946, and has two sons, Larry and Mike. Larry was until recently a CHP patrolman. He was one of the last motorcycle cops in the Bay Area and was on the Bay Bridge when the Loma Prieta earthquake happened. Mike works for

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. 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