

Circle the Wagons

Plans for our 10th Anniversary Celebration are progressing nicely. Event chairman, Jim Druckmiller, has appointed members to head particular segments of the event. Plans are progressing for the transportation pageant with "Jim Beckwourth," horse-drawn wagons and a steam engine tentatively promised. We should have a pretty good scope of the participation of visiting "covered wagons" for our next issue of the Train Sheet. Meanwhile please set aside the July fourth weekend to help us here at the Museum. We are planning for 2,000 - 3,000 people each day. Committee meetings will be held each month on the second Saturday at 10 AM. If anyone would like to attend and help with the planning, call the museum for the location.

Consider attending the...

Union Pacific Historical Society's

10th Annual National Convention

& "City of Los Angeles" Train Excursion

Red Lion Hotel

Ontario, California

May 18-22, 1994

UP 3985 steam powered Domeliner Excursion on Saturday, May 21, 1994 over Cajon Pass to Barstow and back.

Clinics, slides, model/photo contest & displays, swap meet, banquet

Non-members welcome

There was a good turn-out of FRRS members last year.

Early registration cut-off, March 1, 1994

Times and fees vary

Contact: Keith Martin, P. O. Box 7916, La Verne, CA 91750 (909) 592-1147 SSAE please.

TRAIN Convention

The Tourist Railway Association 1993 convention was held at St. Charles, Illinois, on November 4-5-6. This convention had the largest attendance of any convention so far and featured two days of seminars plus visits to local museums and rail facilities. Norman and Barbara Holmes were convention representatives of our organization. Seminars attended on Thursday and Friday included FRA Regulations, Increasing Income, Wheels, Bus and Tour Groups, Railway Preservation Movement, Community Relations and Special Events Planning, Freight Car Painting, Archival Collection, Diesel Locomotive Topics, Steam Locomotive Engineering Standards, Publicity and Movie Work. Seminars were one hour fifteen minutes each, six on Thursday morning, six on Thursday afternoon and six on Friday afternoon following the Board of Directors Meeting. There were three seminars going on at one time so one had to choose the ones that were most important. Thursday evening we were treated to a buffet dinner at a local hotel which was followed by a silent movie in an old theater nearby. The movie, LIMITED MAIL, was sponsored by Kalmbach Publishing Co. and had the appropriate live organ accompaniment. The movie was a real thriller with bad guys, runaway train, etc. It was filmed in 1925 on the SP and UP at Los Angeles. Main line scenes

were on the Rio Grande's Royal Gorge route and on WP's Feather River line. Have you ever seen movies of WP's little mallets double heading a freight through the honeymoon tunnels?

On Saturday we boarded buses for a short ride to Illinois Railway Museum at Union. They had a two car North Shore Interurban train, a North Shore Electroliner train, a heavy weight passenger train pulled by a Milwaukee F7 and their CB&Q Nebraska Zephyr operating on their five mile main line. A Chicago street car operated on museum trackage. Their nine car barns were open for viewing and some equipment was moved outside for photos. A cold wind was blowing all day with flakes of snow adding to the event. The members of IRM are to be complemented for doing a great job under less than ideal conditions. After the convention Barbara and Norman flew from Chicago to Santo Domingo for a few days to thaw out before returning to Portola. The flight to Chicago and subsequent flight to Santo Domingo and home cost FRRS nothing because of the Holmes' used their frequent flyer mileage. The only convention cost was the registration fees and St. Charles Hotel costs. The 1994 convention will be held in "sunny" Birmingham, Alabama, the first weekend in November.