

# **UPHS 2010 CONVENTION**

## **BOISE, IDAHO**

### **JULY 28 – 31, 2010**

The state of Idaho and the city of Boise are honored to welcome you to the 2010 Union Pacific Historical Society's 26<sup>th</sup> annual convention. This convention will offer our members some very unique railroading experiences as well as an opportunity to meet other members and renew some treasured acquaintances that many of you have developed over the years.

As you may be aware, Boise, the capital of Idaho, was not on the original main line that was built across Southern Idaho. In 1925, a loop was completed from Orchard, Idaho, through Boise, to Nampa, to accommodate passenger service to Boise. That same year, the impressive Boise Depot was completed. In 1990, Morrison-Knudsen Corporation purchased the depot from Union Pacific and undertook an extensive renovation. Shortly before the demise of Amtrak service to Boise in 1997, the City of Boise purchased the depot from M-K. In 2007, Union Pacific Mikado 2295 was moved from its former location in Julia Davis Park to a siding next to the depot. The City of Boise has built a very fine interpretive exhibit centered around the 2295, with an information kiosk and several display panels to teach the public about Idaho railroad history, the history of locomotive development, and how a steam locomotive works. In 2009, the 2295 was professionally painted and lettered, and some additional cosmetic restoration was done. We feel we have one of the finest displays in the country of a preserved steam locomotive. We hope you'll join us for a "Welcoming BBQ" the evening of Wednesday, July 28 at the Boise Depot. The depot and bell tower will be open for guests to tour and enjoy the view of the city and the Idaho State Capitol.

A real highlight on the agenda for Thursday is a tour of MotivePower, Inc.'s locomotive manufacturing and remanufacturing facility in Boise. MotivePower has fully integrated production capabilities to manufacture locomotives from the ground up and to provide complete overhaul, upgrade, and emission testing services. Since 1972, over 2,500 locomotives have been delivered from their 300,000 square foot facility. Some recent orders include new locomotives for Toronto's "GO Transit," New Mexico's "Rail Runner," Utah's "Front Runner," and Maryland's "MARC." Tour guides are usually production supervisors and managers, so they know the nuts and bolts! We will be required to sign waivers to go on this tour. Certain clothing restrictions apply: long pants are required (no shorts), no baggy clothing, and no open-toed shoes. In the past, MotivePower has prohibited photography on their property, and this restriction will probably apply to us, also.

Also on Thursday, we will be touring the Canyon County Museum, located in the 1902 O.S.L. depot in Nampa. The building is an architectural gem and contains many railroad-related exhibits. A steam derrick and a caboose are on display outside the museum, and the busy U.P. main line is close by.

Our third tour stop on Thursday will be a visit to the 7 ½ inch gauge Pleasant Ridge Railroad located near Caldwell, Idaho. We will all have an opportunity to take one or more train rides on this miniature railroad which features nearly a mile of track. Steam, diesel, and electric power will all be in use, with the star of the show being the owner's incredibly detailed model of Canadian Pacific Royal Hudson No. 2860. One or two locomotives in U.P. colors will probably also be present.

A great ride on a full-sized train is planned for Friday. This will be an extra-fare item, not included in your basic registration fee, but will be well worth the additional cost. The Thunder Mountain Line excursion trains run on the former U.P. Idaho Northern branch, completed in 1914. Parts of the branch have been abandoned, but what remains is operated today by the Idaho Northern & Pacific Railroad. We will take motor coaches from our hotel to the former mill town of Horseshoe Bend, where we will board the train for a 51-mile round trip to a location known as Big Eddy. The line runs along the Payette River through the narrow river canyon amidst beautiful mountains and forests. If we're lucky, we'll see kayakers and rafters negotiating the numerous white-water stretches of the river. Power for our train is expected to be a pair of EMD F-units. The sound of non-turbocharged 567 engines echoing off the canyon walls will bring back memories of Streamliner days. Of course, we won't be going at Streamliner speeds, so a box lunch will be provided during our approximately five-hour trip. An extra attraction for this event is that we have been authorized by Thunder Mountain Line to raffle off cab passes so that four lucky people can ride the locomotive cab, one at a time, on segments of our trip. We will be selling these raffle tickets at the registration table, and the drawing will be held at the breakfast on Friday. In order to ride the cab, you must be physically capable of climbing a vertical ladder to get aboard the engine. And we have been asked by the railroad to remind you that the locomotives are not air-conditioned, so it will most likely be pretty warm in the cab on July 30.

We have a full slate of clinics and presentations on tap for the convention. Many of them will focus on railroading in Idaho. We're fortunate to have a number of local rail historians who will cover the histories of the major Union Pacific branch lines in Idaho, and of railroading in and around Boise. We're also expecting a clinic on methods for performing historical research, and at least one clinic on modeling a grain elevator that still stands along the now-abandoned Hill City branch.

On Friday evening and Saturday afternoon some local model railroaders will have their layouts open for convention visitors. We'll provide maps to the locations.

The swap meet will run on Friday evening for convention registrants only. It will continue on Saturday, when it will also be open to the general public.

Of course, we'll have the usual model and photograph contests, and we're hoping for lots of entries for you to vote on. And bring your slides, digital photos, and videos to show off – we'll have time to show some after the clinics each night.

We sincerely hope you enjoy your visit to Boise. We have not had the opportunity to host the annual convention before, so we're working extra hard to make your experience here a memorable one. We'll see you all in July!