

PACIFIC LIMITED REPORT

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"I would not hesitate to recommend our group of supervisors to anyone planning an excursion, particularly if our car attendants and support people are included."

"The "can-do" reputation of the FRRS has been maintained."

"The FRRS again demonstrated its capability of handling a large undertaking. The record will show that the FRRS was more than up to its share of the task."

We Did It Again! ...and Thank You by Steve Habeck FRRS Crew Supervisor

The four legs of the Pacific Limited Steam Excursion sponsored by the FRRS;

- July 16, 1992 Winnemucca to Portola
- July 18, 1992 Portola to Sacramento
- July 28, 1992 Portola to Winnemucca
- July 29, 1992 Winnemucca to Elko

again demonstrated the capability of the Society to handle a large undertaking. Although co-sponsorship with 3 other organizations under the Pacific Limited umbrella presented new and varied problems and difficulties, the record will show that the FRRS was more than up to its share of the task.

The largest share of the credit for this year's success must go to Bill Evans and Norm Holmes, who worked on the planning and execution of our legs of the Limited for months in advance, and continued to work on problems and logistics daily on through the actual Excursion Days. In fact, their work on the Pacific Limited is still not complete, as they will be attending more meetings, etc., as things are finalized amongst the UP and the 4 sponsor groups.

Together with Hank Stiles, who was Train Manager for the westbound trips, I would like to extend my heartiest thanks to all the FRRS volunteers who served in any capacity on board our legs of the Pacific Limited. Every FRRS volunteer involved did an excellent job under what were, at times, very trying circumstances. The "can-do" reputation of the Society has been maintained.

Largely due to the capable and competent job performed by our car attendants, sales people, and food service personnel, the on-board FRRS crew supervisors (Steve Habeck, Hank Stiles, Vic Neves, Wayne Monger, Mardi Langdon) together with Bill Evans and Norm Holmes, have evolved into a close-knit, cohesive group that can anticipate each

Continued on Next Page

Pacific Limited Photo Run-Bys (Roto Fun-Bys) By Wayne Monger

The chore that Vic Neves and Wayne Monger faced for the Pacific Limited was to duplicate the success from the 1991 steam excursions of the set up and operation of the photo run-bys. Thanks to the efforts of many FRRS members, the Rail Society had established a reputation for the best run and most efficient photo run-by operations ever seen by the UP's steam crew. The 1992 efforts by the FRRS crews equaled and in some cases surpassed the 1991 efforts.

The secret behind the successful execution of each photo run-by can be traced to both Vic and Wayne having photographed trains along the former WP mainline for over 20 years each. Combining this knowledge of the physical aspects of the railroad across California and Nevada with the requirements of UP's Steve Lee of safe, nearly inaccessible photo locations that can hold as many as 400 people, eliminates all but a few dozen possible locations for photo run-bys. To further decide upon where to stop the steam excursions, each of the possible sites was visited weeks or months ahead of time utilizing 4-wheel drive vehicles and/or walking into a site from the nearest road access. When a site was found that met Steve Lee's various criteria for capacity, safe unloading and loading of

passengers, and distance from any sidings and absolute signals, then Vic's and Wayne's own criteria for proper sunlight angle, for giving everyone a clear shot of the train, and for better than average elements of photo composition, the site was then marked by the now famous yellow tape across the ground for the actual photo line. Once the sites were properly prepared and scheduled for stops, the on-board FRRS crews were briefed as to the physical aspects of each site. By knowing ahead of time just where and when the photo-run-bys were once the train was rolling each morning, all FRRS volunteer crew members could help out in making sure the passengers and each other were mentally ready as to what to expect at the next photo run-by within 1/2 hour of arriving at each site. This way, nobody that was involved with crowd control was surprised by the aspects of the site and the crowd was informed as to what was expected of each of them. All of this resulted in excellent photo run-bys each time with all passengers and crews able to get photos of the train without tempers flaring. And once again this year just as in 1991, nearly every FRRS-operated photo run-by was executed in 20 to 30 minutes from the time the train stopped to unload passengers to the time the train was reloaded and on its way.

For 1992, the FRRS was scheduled to be the volunteer crew for four days -- two westbound days and two eastbound days. For each day, Wayne and Vic had three locations decided upon

Continued on Next Page

Preparations and Planning

A lot of planning work went into our very successful participation in the UP steam excursion train to the NRHS convention in San Jose during July. Bill and Melony Evans and Norman and Barbara Holmes made two trips to Salt Lake City, one to Omaha and there were several conference phone calls to work on the details. Bill contacted all who expressed an interest in being car hosts and made the assignments. Norm made all the bus arrangements, ordered pins and T shirts (we still have XL shirts available for \$10, and hat tacs for \$5) and took care of any other details needing attention. Mardi Langdon did a great job making all the arrangements for lunches and breakfast items for the four days that were our responsibility. Mardi and Peter even drove to Winnemucca to make some of the arrangements. We wish to thank all that helped. There will be a Pacific Limited sponsor meeting in Salt Lake City on October 2, 1992 and we will publish a report in the next Train Sheet with all of the final details.

Conclusion of Pacific Limited Photo Run-Bys by Wayne Monger

and usually marked with the yellow tape. The first day, July 16, 1992, only the second 2 had been previously marked. The first location was the only place in 140 miles west of Winnemucca where morning photos of westbound trains could be done with good sunlight. This was at Milepost 494.5, 1 1/2 miles west of Jungo on the start of the climb up Antelope Hill. The second of the day was the "bonus" of the day at Milepost 464.4 in the Black Rock Desert 2 1/2 miles east of Cholona as the Pacific Limited waited for the eastbound SP's EUCHX "Modoc" train to get into the clear at Cholona. Following the passenger and service stop at Gerlach, the next photo run-by location was set up on the east slope of Sand Pass at Milepost 396.8. In spite of repeated warnings to the passengers about the strenuous hike and very high temperatures that they would encounter, a majority of the passengers got off of the train and joined the FRRS crew members on a 1/8 mile hike up the side of a hill to the spectacular photo location. It was worth it! The last photo run-by of the day was 1/2 mile east of Pozla at Milepost 349.6 along the east slope of the Sierra Nevadas.

The westbound trip down the Feather River Canyon on July 18, 1992, found the first 2 photo run-by locations chosen by UP's Steve Lee that morning instead of the ones already set up by Vic and Wayne. The first stop that day was at Milepost 284.9 at the east end of the former siding site of Sierra, 4 miles east of Keddie. The second photo run-by of the day was at the middle of the siding at Merlin at Milepost 247.3. Unlike the site at Sierra, this location at Merlin had just enough room to get all 450 participants into a halfway organized photo line. The third photo run-by of the day was at a site set up and planned for by the FRRS crew at Milepost 217.8, 1 1/2 miles west of Elsey.

For the eastbound sections of the Pacific Limited trip, two of the four photo run-by locations for the Central Coast Chapter NRHS on the July 27, 1992 trip up the Feather River Canyon were the same as used by the FRRS last year; Milepost 219.2 at the west end of Elsey siding and Milepost 304.1 1 mile west of Two Rivers. On July 28, 1992, the FRRS-operated trip from Portola to Winnemucca started off with a 1 1/2 hour dispatching delay. This limited the photo run-bys for the day to two. The first was at a spectacular semi-horseshoe curve at Milepost 348.2, 1/2 mile west of Pozla. The second for the day was at the same location as last year on Antelope Hill, at Milepost 483.7, 3 1/2 miles east of the siding at Floka.

The last day, July 28, 1992 was a short trip from Winnemucca to Elko, but included what I consider the BEST of all photo locations set up for the passengers. As usual, the best was left for last. The first photo run-by location was at a truss bridge over the Humboldt River 1 1/2 miles east of Golconda at Milepost 550.62. The second stop was at the west end of Palisade Canyon 2 miles west of Barth at Milepost 628.6. This was a rather historic site as it was directly across the river from where the streamliner "City of San Francisco" was sabotaged and derailed in 1939. The last site was near the east end of Palisade Canyon at Milepost 637.1, just 1/4 mile east of tunnel 40. At this site the train was backed through the tunnel to start the photo run-by.

Thanks once again to the professionalism and team work of all of the FRRS volunteer crews, and especially to the untiring efforts of FRRS Supervisors Steve Habeck and Hank Stiles at crowd control, passengers who participated in this year's photo run-bys could not say enough good things about the FRRS crew's efforts.



Conclusion of We Did It Again! ...and Thank You

by Steve Habeck

other's needs readily and can effectively manage an excursion. I would not hesitate to recommend this group of supervisors to anyone planning an excursion, particularly if our car attendants and support people are included. This is the "team" concept many large companies (including my employer) are trying to foster, and that I am quite sure we have achieved. I am very gratified to be a part of this team. Thank you all!

Top Photo: The eastbound Pacific Limited stops in Palisade Canyon for a photo run-by and passengers are heading to the photo line. Bottom Photo: UP Challenger 3985 with the westbound Pacific Limited, is stopped in front of the museum. Both photos by Ed Warren.