

SANTA MARIA VALLEY RAILROAD CUSTOMER APPRECIATION SPECIAL

November 9, 2006

Welcome to the Santa Maria Valley Railroad Customer Appreciation Special! We would like to take this opportunity to thank all of our customers through the years for all of your loyalty and support.

This is a unique opportunity to see the SMVRR right of way aboard the private dome car Silver Lariat. Owners Burt Hermey and Al Bishop have restored the ex-California Zephyr dome car to its splendor of the late 1940's.

Our engineer for today is ex-Amtrak and Union Pacific engineer Jim McEntire and our conductor is General Manager Dave Jennings. There are 75 years of railroading experience between these two gentlemen. We will be using #70, the GE 70 ton locomotive.

The following is a brief description of our journey from the depot to Guadalupe. We will be traveling about 9 miles one way of our 14 miles of total right of way. There are no mileposts up where you can see them from the train, however this guide can let you know where you are on the line and what went on at the various locations en-route to Guadalupe. The line is described going from Santa Maria to Guadalupe. The mileposts are numbered traveling in the opposite direction, so this will be a countdown to Guadalupe, milepost 0.

Santa Maria, milepost 9.3, is the location of the headquarters of the railroad and engine house. Our railroad offices now occupy the historic depot building erected in 1914. We will be pulling on to the main line as we head west for Guadalupe.

Jones Street, where we have about 4 blocks of street running. Street running is very rare on the west, Oakland, Modesto, Santa Cruz, and Lodi are some of the other cities in California with railroads running in the middle of the street.

Midway Siding, as we approach the wye, our maintenance of way forces are rebuilding the Smith Street Crossing. When finished, the Midway Siding at Smith Street will have new ties and rail. Our maintenance of way gang has been busy replacing ties and rail throughout our system to increase reliability with our infrastructure.

East Wye, after Midway Siding we approach the East Wye which goes to the airbase industrial branch.

The Diamond, is where the line south to the airbase industrial park crosses the main line to Guadalupe.

Blosser Road, the right of way veers south after crossing Blosser Road.

Bell Storage, mp7.6, is where incoming cars are now stored.

Midco, mp 7.4, the right of way turns and heads west as we approach the rich agricultural fields of the Santa Maria Valley.

Betteravia Junction, mp 3.3 is where the main line joins the Betteravia Branch, the original line the Southern Pacific built from Guadalupe to the Union Sugar Company beet refinery and town of Betteravia. We will head northwest towards Guadalupe.

Green Canyon Trestle, the only trestle along the SMVRR's 14 miles of right of way was completely rebuilt just a few years ago.

Barsug mp 0.8 is the location of the yard built in the 60s to receive the 70+ cars a day during the operation of the beet refinery at Betteravia.

Guadalupe, mp 0, is where the SMVRR interchanges with the Union Pacific. This is where we will run #70 around and head back to Santa Maria.

Thank you for joining us for our first ever Customer Appreciation Special and thank you for your continued service through the years. We hope to serve all of you for many years to come.

The Santa Maria Valley Railroad Company
“The Transportation Gateway for the Central Coast”
Since 1911