



### Just the Facts...

Thanks to a community effort by Guadalupe, this historic piece of rolling stock from the Santa Maria Valley Railroad remains here in the valley. The City of Guadalupe, the Guadalupe Chamber of Commerce, the Santa Maria Valley Railroad and the Union Pacific Railroad collaborated to help make caboose 210 part of the Amtrak Station project.

Known as an extended vision caboose due to its wide cupola, #210 was built by the International Car Company in Kenton, Ohio. It was one of a two car order placed by the Rutland Railroad. The Rutland went into bankruptcy in 1962 and the cars were returned to the builder. They arrived in Santa Maria as #200 and #210 and served on the Santa Maria Valley Railroad for almost 30 years. The caboose is owned by the Guadalupe Chamber of Commerce and is on display in Guadalupe, CA.

BUILT:	July, 1959
IN SERVICE:	1962
OUT of SERVICE:	August, 1991
ON DISPLAY:	1992

### Recent Cleanup Efforts

The Friends of the Santa Maria Valley took on the task late in 2009 of bringing Caboose #210 back into a presentable condition. The outside has been in fairly good shape for some time, especially now that one missing window has been replaced. But the interior had never been cleaned since a small fire occurred years ago.

Cleaning up from that fire was mostly a matter of elbow grease and cleaner. A layer of soot covered everything from floor to ceiling, and a section of the floor down the middle of the caboose was replaced.



Photo courtesy of Rich Hansen.

# Friends of the

Santa Maria Valley Railroad



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### Caboosees on the Santa Maria Valley Railroad

Caboosees on the Santa Maria Valley Railroad served as an office for the conductor and rear brakeman. Train crews typically were five man crews and the locomotive cab cannot accommodate all of the crew, especially the steam engines.

The conductor did his paperwork in the caboose such as filling out his wheel reports and spot and pull times on the switch list. The rear brakeman rode in the caboose since he needed to be on the rear of the train. The rear brakeman set hand brakes on set outs and lined switches for shove moves.



The caboosees carried extra brake hoses, coupler knuckles, spikes and spike maul for spiking defective switches. The caboosees were a rolling tool room on the railroad. Also the caboosees served as restrooms and had a water cooler for drinking water.

The Santa Maria Valley Railroad ran 24 hours a day on a regular basis and caboosees were used as rear end markers, especially at night.

With modern diesel locomotives and much of the paperwork computerized, the Santa Maria Valley Railroad as with all railroads, were able to run trains with smaller crews. This led to the demise of the use of caboosees on the SMVRR. The run around time to run the caboose around the train to place it in the rear position was a time consuming inefficiency. Also poor train handling causing slack action of the train results in unexpected jolting of the caboose. This presented a large liability on the railroad as the sudden jolting can injure the employee riding in the caboose.



The Santa Maria Valley Railroad is still a 24 hour a day operation. Railcars are larger and can haul a much higher capacity. As a result, train operations are more efficient. It takes less rail cars to serve customers and as a result most of the work is done during the day. The SMVRR will occasionally run into the night on very heavy interchange days.

Today's SMVRR is run with a two man crew, the engineer who is responsible for operating the locomotive, and the conductor who is responsible for the train consists and switching the cars. The Conductor throws the switches and cuts the cars off and sets the brakes. Today's conductor also takes the place of the brakeman and switchman. At the start of the shift, the conductor receives a computerized switch list and records his times and delays. The rest of the paperwork is done in the office and is computerized.



Efficiency drives the railroad industry, providing a low cost, efficient, and environmentally efficient form of bulk freight transportation to its freight customers. Lower costs enables industries in the Santa Maria Valley to compete globally in this economically challenging environment. The Santa Maria Valley Railroad continues to find ways to run more efficient and improve safety to continue to bring value to its freight customers.

