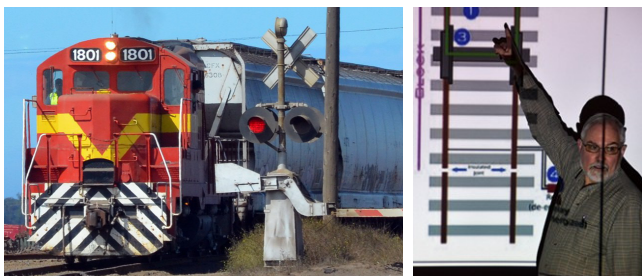


Signals on the SMVRR

January 22, 2014

Gary See and Rob Himoto presented Signals and How They Work for our quarterly presentation sponsored by the Santa Maria Valley Railroad on January 22, 2014. Rob led off by talking about signals on the Santa Maria Valley Railroad and facts about traffic counts and locations. Gary talked about how signals operate, some history and the built in fail-safe systems. Our quarterly program meetings are typically held here in Shepard's Hall at the downtown Santa Maria Public Library.



New and Renewing Members

New Members

Basic: Gerald Libby, Ridge Hammond, Jeff Tolan, Sam Rodriguez

Depot: Daniel Gant, John Turrill

Recently Renewing Members

Basic: Jeff Karsh, Glenn Geissinger, Karl Hovanitz, Thomas Ennis, Paul Apollo, David Astle, Rafael Sanchez, Ray Himoto, Sarah Smith, Dale Blakey, Linda Rodriguez, Al Sheff, Sergio Silva, Alex Alfaro

Depot: Stanley Wilson, Bill and Anita Schertle, Alice Simas and Michael Quinette, Gary and Pamela See, Norman and Cheryl McDonald, John Marchetti, Shirley Boydston, Benjamin and Wendy Wilson and Family, Curtis Reinhardt, John Roskoski, Mike and Heidi Christianson and Family, Liz and Rob Nast and Family, Ken and Karen Emigh and Family

Gandy Dancer: Mike Orcutt-Clenard, Harry and Mary Harlow

Engineer: Rob Himoto, Bradley Strauch

Trainmaster/Lifetime: Jamie/Lynn Foster, Bill Foster

Thanks to our Facilities Sponsors



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Sponsors

The Santa Maria Valley Railroad is a sponsor of our newsletter and our quarterly programs. The Mortgage House is a sponsor of our meeting room for Friends Board Meetings. We are always looking for sponsors to expand our programs and tours and fund educational activities.

Friends of the



Santa Maria Valley Railroad

Coming Up...

We've got several activities planned...

March 22, 2014 (Saturday)

Friends of the SMVRR Day at the Fillmore & Western. Come on out and support our short line railroad neighbors with a ride on the Fillmore and Western excursion train. Meet at the Fillmore and Western Railway by 11am. We'll enjoy the environs for a little while then board the Weekend Scenic Excursion Train for a 12pm departure. Tickets: adults \$25, seniors (60+) \$23, youth 4-12 \$15, children 3 and under \$10. We plan to eat in the dining car (additional charge per the menu). There are two stops along the route: downtown Santa Paula (several sights to catch) and Loose Caboose Garden Center and Gift Emporium. The train trip is scheduled to end at 4pm. You must be a Friends member to attend; you may join on site (bring completed application and payment). RSVP: Jamie.Foster@JF2.com or (805) 614-7093.

April 3, 2014 (Thursday)

Rail Safety. Railroad safety seems to be the hot topic these days, particularly in regards to the transportation of hazardous materials and homeland security. We will talk about the railroad industry's reaction and solutions to recent incidences and new procedures the Santa Maria Valley Railroad has instituted for the safe transportation of hazardous materials. This program will be held at the Santa Maria Library's Shepard's Hall. Doors open at 5pm. Admission is \$5, or free if you grab dinner from the Cafe right next to the Hall. The program will start at 6pm.

May 3, 2014 (Saturday)

Santa Maria Valley's Electric Railroad.

We'll explore the electrified branches of the Pacific Coast Railway and, ideally, gain some insight to the sometimes conflicting published material about them. Meet in the parking lot at the corner of Battles Road and S. Depot Street at 10:00am and we'll carpool from there. We'll end up in Guadalupe just in time for lunch! You must be a Friends member to attend; you may join on site (bring completed application and payment). RSVP: Jamie.Foster@JF2.com or (805) 614-7093.

June 14, 2014 (Saturday)

Friends/SMVRR Summer BBQ

Join us at the railroad for a Santa Maria-style (tri-tip and chicken) Friends Fundraising BBQ for only \$10/person. Includes beans, garlic bread, drinks, and dessert. Come celebrate summer and the upgrades and updates on the Santa Maria Valley Railroad's locomotives! RSVP: Jamie.Foster@JF2.com or (805) 614-7093.



Betteravia Branch Tour

February 22, 2014

In keeping with our theme of heading out to see things that aren't there anymore... We toured the Betteravia Branch of the Santa Maria Valley Railroad starting at the site of the old sugar mill which is about 4.4 miles south-east of MP0.0 at the interchange yard in Guadalupe. The tour began with a little "map talk" at the office to orient ourselves. Then Kevin gave us a quick version of the Betteravia town site tour. After all, it was the presence of the sugar mill at Betteravia in the late 1800s that caused the Southern Pacific to originally build the track from Guadalupe to Betteravia. Then we were off to follow the mainline all the way up to Guadalupe. There were three beet dump locations along the way at Iremel, Bragur, and Barsug. Virtually nothing remains of these as they were primarily earth and wood structures, with one exception. The dump at Barsug (located at today's interchange yard) was substantial enough to have a concrete base, some of which remains to be seen today.

We stopped for a while at the Green Canyon Trestle, the only bridge on the SMVRR system. This bridge was rebuilt in 2004.

The tour culminated with a walkthrough of the SMVRR Caboose No. 210 located at the Guadalupe Amtrak station. The Friends were instrumental in restoring this caboose to a presentable state several years ago.



History

Charles R. Rockwood

Chief Engineer of the Santa Maria Valley Railroad

Very little records exist about the planning and building of the Santa Maria Valley Railroad. Charles Robinson Rockwood was the Chief Engineer who located and surveyed the Santa Maria Valley Railroad. Mr. Rockwood was born on a farm near Flint, Michigan on May 14, 1860. His mother was a descendant of John Robinson, the organizer of the Mayflower expedition in 1620. He entered high school in Flint, Michigan at 15 and graduated at the head of the class in 1878. He went on to University of Michigan and studied engineering.

One day short of his 21st birthday, Mr. Rockwood was hired as an assistant engineer in the engineering department of the Denver and Rio Grande Railway. He later worked for the Southern Pacific Railroad and became chief engineer for the Northern Pacific Railroad.

Shortly after 1909, Mr. Rockwood became involved in the oil and railroad development work in the Santa Maria Valley and became the Chief Engineer of the Santa Maria Valley Railroad. In November of 1914 Mr. Rockwood left the Santa Maria Valley Railroad to become the chief engineer and general manager of the Imperial Irrigation District in the Imperial Valley.

