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### UPCOMING EVENTS:

Excursion Trip - Sacramento  
October 25 - 28, 2019  
SOLD OUT

Friends Presentation  
"RailFan to Railroader"  
at Santa Maria Osburn Yard  
Railroad Offices on Wed.  
Nov 13, 2019 at 6 pm



## RAIL EXCURSIONS ON THE SMVRR



The Santa Maria Valley Railroad was formed in 1911 as a freight railroad serving Santa Maria. There were plans to haul passengers but the Pacific Coast Railway's electric line to Guadalupe had the lock on passenger traffic. Captain G. Allan Hancock took over the line in 1925 and in January 1926 purchased the passenger car Arizona (photo above) from the Southern Pacific Railroad to be used as his private car #99. Hancock was recognized as a developer of Santa Maria creating significant freight traffic for Southern Pacific Railroad and in turn Southern Pacific Railroad hauled Hancock's private car on the Coast Line free of charge.

Private car excursions on the Santa Maria Valley Railroad were usually for freight customers. The only time in history that the SMVRR had significant passenger traffic was when the Airbase Branch was acquired from the now defunct Pacific Coast Railway and Army Air Corp trainee pilots were brought in by Pullman passenger cars.

As the steam era was coming to an end, the Los Angeles Chapter of the National Railway Historical Society

held several excursions; one of the last was on April 15, 1956 in which a two coach train took about 120 passengers on a 5 hour excursion from Guadalupe, stopping at the shops in Santa Maria for a tour and dinner.

The most famous excursion of the past was the final run of steam engine No. 21. With Capt. Hancock at the throttle, his friend Walt Disney in the cab, and a train loaded with several generations of Hancock family members, dignitaries, friends and well wishers, the steam era on the Santa Maria Valley Railroad came to a close on February 24<sup>th</sup> 1962.

Coast Belle Rail Corp acquired the railroad from the descendants of G. Allan Hancock on October 1, 2006. On November 9, 2006 the ex-California Zephyr Dome Car Silver Lariat (photo below) was brought in for a Customer Appreciation Special. The crew on the Silver Lariat was the Union Pacific Railroad's excursion personnel led by Chef Robert Andrade. The Customer Appreciation Lunch was well attended by SMVRR's customers as they toured the line from the downtown freight depot to Guadalupe and back. That night a sold out dinner train carried passengers for the first time since 1962 with the guests enjoying a gourmet meal prepared by the UP Business Chef. The Silver Lariat was brought back to the line in March 2007 and several lunch and dinner excursions were held until June 2007.

In October 2007 the private car La Condesa, owned by the San Luis Obispo Railroad (continued on page 4)



## *Friend's BBQ Osburn Yard August 17, 2019*



## *Field Trip Santa Maria to Los Alamos Sept 28, 2019*



# SMVRR Open House and BBQ

About 60 people joined us for the annual Santa Maria Valley Railroad Open House and BBQ at the Osburn Rail Yard on Saturday, August 17, 2019. There were yard and shop tours along with demonstrations. Everyone saw the progress on the continuing expansion of the Osburn Yard. Once again we had our popular Santa Maria style tri-tip and chicken BBQ. Also the company store was open with SMVRR apparel and unique items for sale.



# Pacific Coast Railway Field Trip

On Sept. 28th a group of Friends members set out on a field trip to explore the Pacific Coast Railway right of way through the Santa Maria Valley and south to Los Alamos. We started at the Santa Maria River where the path of the mile long trestle can still be discerned by the presence of pipeline markers crossing the riverbed. We made a stop at the location of the Santa Maria depot and the diamond where the Pacific Coast Railway once crossed the Santa Maria Valley Railroad. A warehouse that still stands was built nearby in 1917 to be served by both railroads. We then made our way south to a large earthen fill near Old Orcutt that carried the right of way across a large ravine just before it enters town. Driving further south on Graciosa Road the right of way is clearly visible in many places as it parallels the highway. With the aid of a metal detector we were able to locate rail beneath the asphalt at Harris Road and the location of the fiery wreck of engine No. 106 that collided with a gasoline truck near Los Alamos in 1938. Our final stop, as tradition dictates, was lunch and lively discussion! Watch our website for future trips if you couldn't make this one.

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**G. A. Hancock  
Family**

We welcome new sponsors to expand our programs and tours and fund educational activities.



# Where Are They Now?

## SMVRR Steam Locomotive #100

Built in 1926 by Baldwin, No. 100 had 18x24 inch cylinders and 44 inch drivers. Purchased new by the McCormick Lumber company it was set to work as mainline power on the Discovery & Quilcene Railroad working an extensive logging operation in the eastern region of the Olympic Peninsula. In 1938 McCormick Lumber Company went out of business and various interests were taken over by Pope & Talbot. Most of the logging operations were contracted to small loggers who used trucks for transportation and the railroads were soon phased out.

Santa Maria Valley Railroad acquired No. 100 in 1942 from the M.F. Brady Equipment Company of Portland Oregon to help with the growing traffic supporting the war effort. Wearing its original road number it served on the Santa Maria Valley Railroad until 1955 when No. 100 was retired. It was then sold to the White Mountain Scenic Railroad in Arizona. After that it made its way to the Wasatch Mountain Railway at Heber City, Utah.

Today the forlorn No. 100 languishes on private property in southern Oregon as part of the Kepner collection.



#100 Operated by McCormick Lumber company from 1926 to 1938  
Darius and Tabitha May Kinsey photo



#100 operated on the SMVRR from 1942 to 1955  
John Hungerford photo from the J. Brent MacGregor collection



ex-Santa Maria Valley 2-8-2 #100 Heber Valley Railway July 1979  
photo by Drew Jacksich

## Friends Presentation at the SMVRR Offices November 13, 2019 - "Railfan to Railroader"

How do you define the term "railfan"? In November's presentation, SMV Director Nathan Paul talks about his journey from railfan to railroader. In a presentation containing personal photography, short stories and industry insight, he will explain how growing up a fan of the industry led to his current involvement in the SMVRR. Join us at the Santa Maria Valley Railroad Offices at A Street and La Brea Ave in Santa Maria. Door open at 5:30 pm and the presentation starts at 6:00 pm. Dinner will be tacos, beans, and rice along with chips and salsa from Taco Ranchero for only \$13.00. To reserve a dinner or to reserve a seat please RSVP by calling (805) 922-7941 by [Monday November 11](#). If you RSVP but cannot attend the presentation, please be prepared to pay for your dinner.



## RAIL EXCURSIONS (continued from page 1)

Museum, was brought up from Fullerton for restoration and excursion operations. In December 2007 the La Condesa hosted a private Christmas Dinner and in February 2008 was used for a Valentine's Day Dinner Excursion. After the railroad moved its operations from downtown Santa Maria to Betteravia, the La Condesa was used for several excursions, mainly for freight customers and Friends of the Santa Maria Valley Railroad.

In 2011 the ex-CN Business Car Tioga Pass was brought on the line for a freight customer excursion and then again in 2015. There were plans to bring the Tioga Pass in for more excursions in the future but in 2019 Amtrak greatly curtailed private car operations. This has ended the future of bringing private railcars in by Amtrak.

In June 2018 an ex-Union Pacific Sleeping car (photos right) was purchased by Nathan Paul, Director of SMVRR, to be used for business operations on the railroad. Now numbered SMV 1449 it is undergoing conversion to a business lounge car and holds the possibility for future excursions.



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All photos are from  
the archives of the  
Santa Maria Valley  
Railroad unless  
otherwise noted.