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UPCOMING EVENTS:

December 2021 Friends Zoom Meeting

"Railroad Year In Review"

December 2, 2021 at 6 pm

Check our website for
Zoom details

**As Covid protocols
evolve, look for
additional upcoming
activities in our
Winter newsletter.**

Rare Reroute of SMVRR Traffic on the UP Coast Line

Since 2008, traffic for the Santa Maria Valley Railroad is routed from Gemco, the UP yard once used for the former General Motors Plant in Van Nuys, California to Guadalupe on the Guadalupe Hauler. The northbound Hauler LOF 67 travels from Gemco to Guadalupe on Mondays and Thursdays and the southbound Hauler LOF 66 travels from Guadalupe to Gemco on Tuesdays and Fridays. Through the years the SMV traffic went from 20% of the carloads to over 60% of the traffic.

In earlier times, the SMVRR rail traffic went on multiple trains going both north and south unlike today where traffic travels the southern portion of the Union Pacific Coast Line only.

It has been years since SMVRR had rail traffic travel north of Guadalupe. That all changed for several weeks as Union Pacific Railroad shut down the Coast Line at Narlon just north of Surf for a major bridge replacement project. The closure ran from August 9 to August 23.

Since there are no longer regular through freight trains running the length of the UP Coast Line, Union Pacific managers and train crews had to get together in short order to come up with a coordinated service plan to serve SMVRR during the closure. The plan included 5 local freight trains to deliver the cars to Guadalupe. The cars were assembled in Roseville. From Roseville the cars went on to Oakland on a daily local, from Oakland to Warm Springs, Warm Springs to McKay siding outside of Camp Roberts, from McKay to San Luis Obispo, and from San Luis Obispo to Guadalupe.

So, for the first time in almost 14 years cars destined for Santa Maria came from the north traveling over Cuesta Grade into San Luis Obispo for an overnight stay and on to Guadalupe.

Great work by the local and regional Union Pacific Railroad managers and crews kept rail cars moving for the SMVRR and continued service to SMVRR's customers during the two week shutdown for the Narlon bridge replacement project.



UP Southbound on Cuesta Grade with SMV cars in tow
(Christian Schultz photo)



Drywall, lumber, and empty reefers southbound in San Luis Obispo

2021 Photo

Congratulations to the Winners of our First Photo Contest

We had a lot of great photos submitted by area photographers making choosing winners all the more difficult! Thank you to all who participated and look forward to our next contest.



Category:

UP MANIFEST FREIGHT

Winner:

Alex Gillman (above)

UP Northbound near Emma Wood State Beach

Runner-up:

John Roskoski (right)

UP Southbound near Jalama Beach County Park



OUR SPONSORS:

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



**G. A. Hancock
Family**

Contest Winners



Category:

SMVRR PRESENT

Winner:

Christian Schultz (left)
1801 and 1322 at Guadalupe

Runner-up:

Alex Gillman (below)
Inbound train at Betteravia Junction



Category:

SMVRR PAST

Runner-up:

Jay Roberts (above)
At Bragur Siding near Brown Road

Winner:

Paul Jansson (right)
Sugar Beet train departing
Guadalupe headed for Betteravia



Where Are They Now?

SMVRR Steam Locomotive #125

This locomotive was the first of several to be acquired second hand by the Santa Maria Valley Railroad, which had formerly served on logging roads. SMVRR #125 previously worked the Columbia & Nehalem River Railway as #125 and kept its road number when acquired by SMVRR in 1941. It was built by Baldwin in 1920 and according to Joseph A. Strapac in his book *California's Locomotives, Short Line Steam in the Golden State*, it "was among the very largest California 2-6-2s, boasting 18-by-24-inch cylinders." The loco had a fairly short career on the Santa Maria Valley, with the war effort over and the plans to dieselize underway, it was taken out of service in 1947 and eventually scrapped.



SMVRR #125

Builder: Baldwin

Built: 1920

Acquired: 1941

Scrapped: 1947

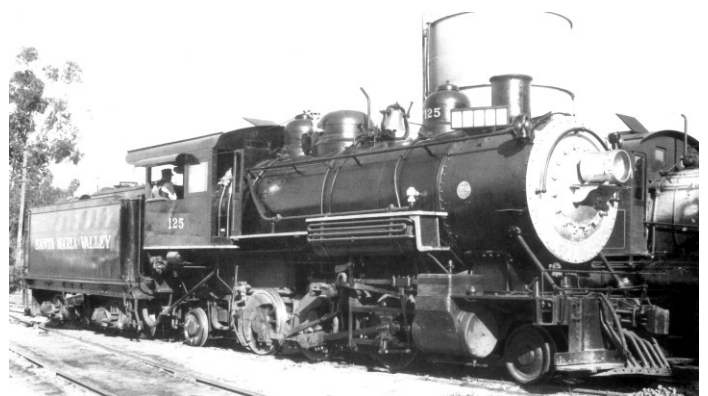
Serial No. 52790

Drivers: 44 in.

Cylinders: 18x24 in.

Weight: 160,000 lbs.

#125 provided additional power during a very busy period, World War II.



Blackout cone on the headlight and the blackened smoke box front were a wartime practice compared to the right photo.

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All photos are from the archives of the Santa Maria Valley Railroad unless otherwise noted. Photo Contest photos are the copyright property of the respective photographers.