



# The Interchange

News for the Customers of the Santa Maria Valley Railroad Company  
The Transportation Gateway for the Central Coast

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## The New Santa Maria Valley Railroad



We are now six months into operations since purchasing the assets of the Santa Maria Valley Railroad from the descendants of Captain G. Allan Hancock's family. We have been very busy with track maintenance projects, clearing out and vacating the Miller Street Yard which was not part of the sale, and commencing our dinner excursions, as well as other events.

We are starting a quarterly newsletter to keep all of our customers informed about our railroad operations. We have had some service issues in the first quarter and our Maintenance of Way gang has been busy with projects.

One of the challenges is the lack of public awareness for the railroad. Our dinner excursions, speeder excursions, and Open Depot Day on the last Saturday of every month has really helped to create public awareness. Our freight depot now has displays and pictures as well as a Company Store. SMVRR hats, shirts, and patches are now for sale.

I want to personally thank all of our customers for your loyal support of the Santa Maria Valley Railroad. We hope to continue to provide all of you an efficient, cost effective,

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## Service Challenges in the First Quarter

### Union Pacific Maintenance Blitz

In January Union Pacific Railroad 150 member steel gang replaced jointed rail with Continuously Welded Rail from north of Santa Barbara to San Luis Obispo. We experienced service delays of up to 24 hours.



Laying continuously welded rail eliminates many joints for a smoother ride and less maintenance long term. This will enable UP to eventually raise speed limits for passenger trains which will result with better traffic flow on the Coast Line.

Union Pacific Railroad continues to invest heavily in their infrastructure, improvements on the Coast Line and the rest of their system will result in more track capacity and better service for all of their customers including customers on the SMVRR!

### Union Pacific Trestle Fire in Sacramento

On March 15 Union Pacific suffered a huge blow to their east-west corridor between the Roseville yard and Sacramento area when a fire destroyed a trestle over American River. Unfortunately we were experiencing delays of up to 72 hours.

Hats off to the UP Maintenance of Way gangs and contractors, they had the trestle rebuilt and fully operating by April 2! Original estimates were at least between 5 to 6 weeks.

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and environmentally friendly method of transportation. If you are in the area please stop by the freight depot and take a look at our pictures and displays.

Together with our loyal customers, dedicated employees, and supportive community, the Santa Maria Valley Railroad will continue to be the Transportation Gateway for the Central Coast.

Rob Himoto, President

## SMVRR Maintenance of Way

Our Maintenance of Way Gang has been busy replacing ties and renewing ballast. The Smith Street crossing was completely rebuilt and Midway siding was put back into service. We will continue to attack projects as we catch up with the deferred maintenance.



Pictured here is our MOW gang putting in a switch in the McClelland Street Yard. Left to right; Maintenance of Way Foreman Jesse Flores, Maintenance of Way worker Rafael Sanchez, and Conductor/ MOW worker Vince Martinez.

## Railroad Rehabilitation Tax Credit

The Railroad Rehabilitation Tax Credit allows railroads to take a tax credit for track maintenance work. The law also allows railroads to transfer the tax credit to other entities. If you have a spur or siding that needs maintenance work, we can transfer part of our tax credit. For Further inquiries please contact either Dave Jennings or Rob Himoto.

## Rail Transportation Services



Through our Cooperative Marketing Agreement with Union Pacific Railroad, we have direct access to any location in North America served by our national railroad network. Contact Dave Jennings for your rail transportation needs.

## Labor strife on the Canadian National

The Canadian National Railroad experienced a labor strike in February, resulting in service delays from our lumber loads coming from the Pacific Northwest. The striking workers have been ordered back to work.

## Last Revenue Run in the Miller Street Yard



On January 3, 2007 was the last revenue run in the Miller Street Yard, ending a 95-year history on that part of the SMVRR. Pictured here is Rob Himoto, President and Anthony Torres, Conductor just before crossing Miller Street for the last time. This was once a bustling yard with packing sheds, warehouses, and the La Brea Ice Company, which supplied ice for the refrigerator cars transporting fresh vegetables across the country.



The last several months the tracks have been pulled up and the stacks of rail material were moved to the McClelland Street yard. As you see in this picture only 100 feet of track remain east of the Miller Street Yard. The SMVRR Maintenance of Way gang is busy reconfiguring the track in the McClelland Street Yard so that the railroad will no longer cross Miller Street.

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