



# TRAIN ORDERS

Volume 2002, Number 1

January, 2002

The Santa Maria Valley Railway Historical Museum

P.O. Box 264, Santa Maria, CA 93456-0264; (805) 714-4927

The Museum: Santa Maria Town Center Mall, Sat./Sun. 1-4:30pm

<http://www.smvrhm.org/>

## Thank You!

The Santa Maria Valley Railway Historical Museum wishes to thank all of its contributors and benefactors. A Thank You! list is maintained on display at the Museum and on the web site.

Thank you! 🌸

## 2002 Dues are Due

If your membership card is in this mailing, you're good to go for 2002. Otherwise, please remit your 2002 dues. 🌸

## Upcoming Dates

**April 7** - BBQ for the Pacific Coast Memories Car Club, behind the city library, food served 11am to 3pm. A donation to Friends of the Library will be made from the proceeds.

**April 20-21** - Bitter Creek Western Railroad Event, to be confirmed.

## Meetings

**General:** first Wednesday of the month, 6:30pm, at the Santa Maria Inn.

**Museum Development:** Wednesdays (except first Wednesday of the month) at the Museum, 5:30pm

**HO Modelers:** Fridays at the Museum, 7:00pm.

**Caboose Crew:** Saturday mornings at the caboose.

## “Rail Bosses”

**Dan Alves**, President

**Ginnie Sterling**, Vice President

**Phil Goble**, Treasurer, “CaBoss”

**Jim Zemaitis**, Secretary, Museum Storekeeper

**Jamie Foster**, “Train Orders” Editor, Webmaster  
<jamie@jf2.com>

## Museum Ribbon Cutting

The Chamber of Commerce held a ribbon cutting ceremony at the Santa Maria Valley Railway Historical Museum (SMVRHM) on December 21, 2001 at 4:30pm. The Museum is located across from Robinson-May on the second floor of the Santa Maria Town Center Mall. Pictured above, officials of the SMVRHM (left to right): Dan Alves, Ginnie Sterling, and Phil Goble accept the now cut-and-rolled-up ribbon from Chamber representative Jim Colegrove. 🌸



## Tracking Efforts

The SMVRHM now has tracking sheets for the hours of volunteer time given to SMVRHM activities. Please do your best to keep these current as grants and other donations are often dependent on evidence of involvement and commitment. 🌸

## Caboose Update

“CaBoss” Phil Goble reports that the move of the caboose to Larrabee Brothers Distributing went very well. Caboose No. 180 recently received its final color coat. Recent work has been on the roof. The caboose restoration crew usually meets Saturday mornings at the caboose. Contact Phil Goble or just show up if you'd like to participate. 🌸



# Union Pacific 2001-2002 Olympic Torch Relay Train Visits Guadalupe

At 5:20pm on January 16, 2002, the Union Pacific (UP) 2002 Olympic Torch Relay Train arrived 10 minutes early at the Amtrak station in Guadalupe, California (about 10 miles west of Santa Maria). This train was immaculate - spit polished!



pane tanks on the car. The car is equipped with special ramps, stairs, a sound system, lights and music for use in ceremonies enroute. This is the last car of the train.

The 18-car consist of traditional UP yellow passenger cars was headed by specially-painted white-on-blue UP diesel locomotives (two SD-70s) numbered 2001 and 2002!

The very distinctive Olympic car, built on a former Missouri Pacific (MP) flat



car, was used for the 1996 Summer Games torch relay and has been rebuilt and modified for the Winter Games. It has an air curtain surrounding the cauldron (gold-colored "bucket" at the right end of the car as pictured above) to protect the flame from wind as the train moves. It is fueled by pro-

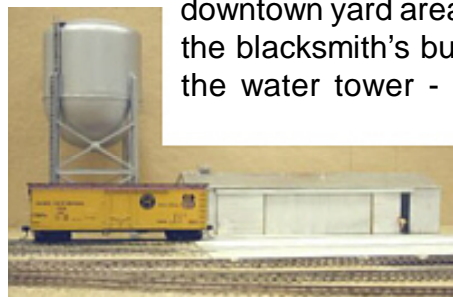
The train entered California from Yuma, Arizona with its first stop in Los Angeles. Before Guadalupe, the train stopped in Santa Barbara, and after Guadalupe went on to San Luis Obispo, Oakland, Roseville, then Nevada and Oregon, and finally Salt Lake City, Utah.

This writer spotted several Santa Maria Valley Railway Historical Museum (SMVRHM) members and friends amongst the crowd at Guadalupe braving the colder-than-usual temperatures in the area for this rather rare railroading event.

Unfortunately the running of the torch was about an hour late getting to this station, and to add insult to injury, the cauldron did not light when the flame was finally brought to it. A small lantern was used to "pass the torch", and the train pulled out rather anticlimactically heading north to San Luis Obispo shortly after 6:30pm. 🚂

## The HO Model Progresses

Work on the HO model of the Santa Maria Valley railroads continues at the museum. Pictured here is a portion of the downtown yard area featuring the blacksmith's building and the water tower - neither of



which survive today. 🚂

## SP Cab Forward

A Southern Pacific Cab Forward rounds the bend on the HO layout in the Museum's front window. The museum is located in the Santa



Maria Town Center Mall on the second floor just across from Robinsons-May. It is open to the public on Saturday and Sunday afternoons from 1-4:30pm. 🚂