



The Ventura and Ojai Valley Railroad gave Ojai, California (this location), a connection to the national rail network via a connection with the Southern Pacific's Coast Line, originally the SP Santa Barbara Branch (1887), at Ventura Junction. The line was completed in 1898 by Captain John Cross and followed the Ventura River northward to Mira Monte, where the line turned northeast to the end of the line at Ojai. In 1899, the year after it was built, the V&OV (1898) became a branch of the SP. Most customers were citrus growers and other agricultural businesses and also included the Shell Oil refinery, which shipped refined petroleum products from the Ventura Oil Field. Passenger service ended in the early 1930's. In January 1969, the largest recorded flood on the Ventura River damaged the northern part of the line, which was then abandoned; freight service to the Shell refinery continued until the SP filed for abandonment of the branch in 1995. Conversion of virtually the entire line to a rail-to-trail, known both as the Ventura River Trail and as the Ojai Valley Trail, was completed in 1999.

Westward view of the V&OV (1898) at the end of the line in Ojai. The vacant area to the left (south) was the Ojai railyard.





Northward view of the V&OV (1898) at the end of the line in Ojai. The previous picture was taken from a location just to the left of the red car; the rail-to-trail and sign (identifying the junction of the trail and Bryant Street) are visible to the left (west) of the red car. The vacant area to the left (west) of Bryant Street was the Ojai railyard. The Abandoned Rails website indicates that the tracks did not cross Bryant Street (which is the street seen here) and there is no trace of the railroad alignment to the right (east) of Bryant Street.