

As we begin to understand the El Dorado Western Railroad and train park next year, it's important we review where we started and what the public was presented. Attached is the BOS approved 2009 El Dorado County Historical Railroad Park proposal & relevant pages from the 2016 CEQA study.

A significant amount of staff time and public money have been dedicated to making this Railroad park a reality.

- \$ 49,890 from Parks Dept for CEQA Document to build train park
- \$ 12,795 from Parks Dept as matching funds for bathroom
- \$ 158,550 in grant money to build bathroom
- \$ 16,068 from library to help move rail from Diamond Springs to El Dorado
- \$ 17,894 from library for engineering of turn out
- \$3923.30 for storage containers and fence rental in park

Over \$100,000 in EDC general fund money has gone into building this park, and over quarter of a million in taxpayer dollars have been invested into making the plans of the museum's a reality.

Questions:

- It's been a decade since this park was approved. Where is the park in terms of development, timelines, and identified funding sources? What "other funding sources" have been identified in the last 10 years? Were the goals realistic? Is it time to review and revise?
- Narrow gauge in the park was an important part of the proposal and phase 2 of development. Has the 3rd rail been installed and Railbus been operating for passenger use?
- \$ 17,894 was spent to engineer a turnout in the El Dorado train park. Was that to engineer the entire spur the length of the park, and all the additional spurs, as identified in the plan? It doesn't seem like the spur extends to the Depot yet. When will that happen? When will it connect to the tracks on the other side? When will all the other spurs be built? What will be the costs? How will they be funded?

- Why was there a past project in Shingle Springs that laid track off the main line that was never publically vetted? Why was the track, a public asset, not laid in the El Dorado train park instead?
- Why is there a current project in the Shingle Springs that looks like it's going to lay more track off the main line not publically vetted? Why is that track not being laid in the El Dorado train park?
- Why has \$ 4999.75 of public money been spent on planning a 2nd maintenance yard behind Walmart, when the 1st maintenance yard hasn't been built at the El Dorado train park? "the County Museum's machine shop and yard for ongoing restoration and maintenance work..." page 8 of attached El Dorado plan.
- Why has \$20,000 of public money been budgeted this year for the CEQA of a 2nd maintenance yard behind Walmart, when the public already spent \$50,000 on a ceqa document for the museum to build a maintenance shop and yard in El Dorado, that has not yet been built or identified funding?
- How much is this train park going to cost the public? This was never disclosed to the public.
- How much is it going to cost the public to operate and maintain excursion train operations under the museum? This was never disclosed to the public.
- In both the 2009 plan and the 2016 CEQA document, the park is referred to as the El Dorado County Historical Railroad Park. Yet in the current DOT application for SB 68 funds, the park is called the, "Regional Historical Railroad History Center and Park." When did this commission change the name of this park?

El Dorado County Historical Railroad Park Project

Initial Study / Draft Mitigation Negative Declaration

Prepared for:

County of El Dorado
Chief Administrative Office
Parks Division
330 Fair Lane
Placerville, CA 95667

February 11, 2016

Prepared by:



© 2016

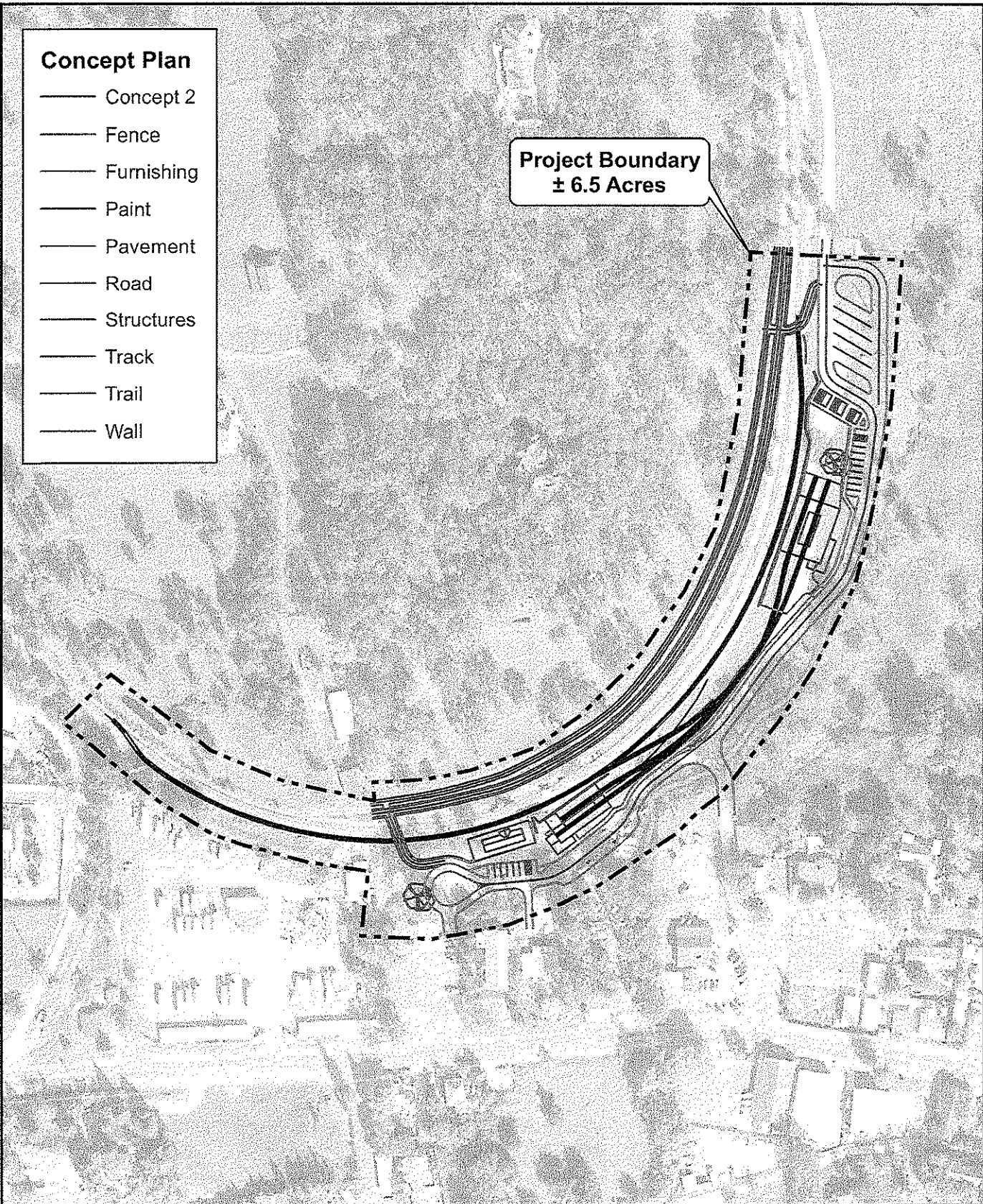
16-0465 B 1 of 245

Document Path: O:\N_CalifR_Projects\Railroad_Park\GIS\GIS Project_Files\RailroadPark_ConceptPlan_20151214.mxd

Concept Plan

- Concept 2
- Fence
- Furnishing
- Paint
- Pavement
- Road
- Structures
- Track
- Trail
- Wall

Project Boundary
± 6.5 Acres



RAILROAD PARK CONCEPT PLAN

FOOTHILL ASSOCIATES
 ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE
 © 2016



0 100 200
 Feet
 1 inch = 200 feet

Drawn By: MUB
 Date: 01/08/2016

FIGURE 3.6-1

3.6.1 Recommended New Facility Construction

Display Building

Placed adjacent to the depot, the display building would provide a large area to exhibit historical artifacts, provide space for displays on the history of railroads in El Dorado County, and for use as an interpretation center for school groups. The building is planned to be approximately 4,500 square feet with a display track of both narrow and standard gauge. The building would consist of a metal building on concrete slab with board and bat siding constructed onsite with some exterior lighting for nighttime safety. The building would contain a two-stall restroom with access outside of the display building. The restroom would connect to the existing water and sewer utility lines underneath Oriental Street.

Prefabricated Restroom

Phase 1 of the Proposed Project would involve installation of a two-stall prefabricated restroom to the east of the existing depot building. The restroom would connect to the existing sewer main underneath the road in Railroad Park for sewer and water supply. The restroom and restroom installation would comply with all current El Dorado Irrigation District (EID) design and construction standards at the time of the project. In Phase 2 of the Proposed Project the two-stall prefabricated restroom would be moved near the picnic area for use by Railroad Park visitors, and would comply with all current EID design and construction standards at the time of Phase 2 construction. The restroom would be connected to the existing sewer main, which would be moved under the newly proposed road alignment as part of the project improvements.

Outdoor Display Yard

The sidings and other stretches of track of the Main Line would be used for moving rolling stock to and from other Railroad History Center facilities, to hold cars and engines awaiting maintenance or restoration work, and to display historical rail cars and engines relating to the history of railroads in El Dorado County. Historical features such as the water column, used to fill stream locomotive water tanks, would add to the standard gauge rail for narrow gauge (36 inch) rolling stock. The track would be designed to connect the Engine House Shop and Exhibit Building with a runaround track for moving locomotives and rail cars in order to arrange the train.

Engine House Shop

The engine house shop would provide an area for ongoing work to research and restore the Center's historical rolling stock. This facility would be designed so that the public can view the restoration work and preservation. Viewing and restoration information would be provided in the outdoor interpretive area section of the engine house shop. The building would consist of an approximately 4,500 square foot metal building on a concrete slab with board and bat siding. The building would have security fencing and some exterior lighting for nighttime safety.

Children's Play Area

The children's play area would be located adjacent to the picnic and parking areas. The children's play area would have wrought iron safety fencing between the play area and parking to provide safety for children using the play structures. The play area would include play equipment such as slides, swing set, a climbing apparatus, etc.

Shade Shelter/Picnic Area

Two shade shelters and twelve picnic tables underneath the shade shelters would be added to the northeastern section of the park. The shade shelter/picnic area would be located adjacent to the parallel parking area and the children's play area.

Park Amenities

Additional benches, trashcans, recycling bins, and drinking fountains would be installed at various locations throughout the park to better accommodate the needs to park users. Water connections to drinking fountains would be extended from the water line down Oriental Road.

Plaza

A plaza would be located adjacent to the depot building and the static display building. The plaza would be a paved area with permeable pavers providing easy access between the two buildings.

Parking

Parking within Railroad Park would be provided for cars, bicycles, and equestrian users. An equestrian lot with five spaces would be located at the northwest end of the park. Adjacent to the paved equestrian parking area would be a hitching area for equestrian users. Parking for bicycles would be adjacent to the picnic area and the depot. Seven paved parking spaces would be established for vehicles to the south of the depot and ten more paved spaces for head-in parking would be developed adjacent to the picnic area. A bus parking area that would accommodate three buses with a drop-off lane would also be developed adjacent to the depot and display buildings to provide a parking area for school and tour buses.

Retaining Walls

Retaining walls would be built between the proposed structures, and the railroad tracks to provide additional safety measures for park users.

Park Sign

A new sign would be added to the entrance of Railroad Park at the north end of Oriental Street as the street dead ends into the park. This sign would welcome park users and direct them to the park.

3.6.2 Recommended Improvements to Existing Facilities

Depot Building

The El Dorado Depot would be reconstructed to reproduce the original Southern Pacific Railroad Depot. The depot would be the focal point of Railroad Park where tickets are sold. It would contain a gift shop and office space for railroad staff and volunteers, exhibits of historical photographs, smaller artifacts, and a Research Library concentrating on the history of railroads in El Dorado County.

The depot would be the same size as the original depot, 20 feet by 67 feet with a platform, approximately 10 feet on three sides, and a 26 foot by 35-foot freight platform on the west end. There would be minimal exterior lighting on the building to provide nighttime safety.

Oriental Street and Oriental Street Bridge

The park entrance from Oriental Street would be widened to accommodate horse trailers that would access the equestrian parking and hitching area. Oriental Street and the bridge would be widened to approximately 24 feet.

El Dorado Western Railroad

Several changes would be made to the railroad tracks to accommodate the new buildings and excursion rails. A switch would be added to the southeastern portion of the tracks. A second switch would be added to the northeastern section of track. The corresponding spur would follow the existing rail line to the south of the track and would connect the two switches at either end of the park. The spur would run adjacent to the depot, display building, outdoor display yard and engine house shop for access to these structures by the trains. A 1940's eighteen-ton diesel Plymouth Locomotive would pass through Railroad Park with a flat car carrying passengers and a restored caboose. On average, the Plymouth Locomotive

would pass through the Park once a month and spend about a half hour at the park, averaging approximately six operational hours annually within the Project Site.

Oriental Street Extension

The existing County road within Railroad Park is an unpaved extension of Oriental Street. The road alignment would be moved south along the park border to provide additional space adjacent to the track for new park facilities. The new road alignment would be paved and provide access to the parking and picnic areas within Railroad Park.

Sewer Main Relocation

The existing County road within Railroad Park contains a sewer main beneath the surface. As the road alignment would be moved south along the park border, the sewer main would also be relocated beneath the newly proposed road alignment within Railroad Park.

3.6.3 Trail Improvements and New Trail Construction

Existing Unpaved Trail

There is currently an unpaved trail within Railroad Park that would be improved to better accommodate park users. Trail improvements would consist of establishing a more consistent width (approximately six feet) and cross slope, with stabilized decomposed granite on the trail. The trail connects the two ends of the park on the north side of the track. The trail would accommodate walkers, bikers, and equestrian users connecting them to the hitching area and depot building in Railroad Park. The unpaved trail would provide trails users on the north and south ends of the park access to the rest of the SPTC trail corridor.

Paved Trail

A paved trail would be developed to the south of the unpaved trail and would run parallel to the unpaved trail alignment. The paved trail would diverge from the unpaved trail at either end of Railroad Park and cross the tracks to connect to the depot in the southwest portion of the park and to the hitching area in the northeast section of the park. The trail would be approximately 10 feet wide with two-foot decomposed granite shoulders to accommodate pedestrians and bicyclists. The paved trail would provide trail users access to the SPTC trail corridor with connections at the north and south of the Project Site.

3.7 OTHER PROJECT APPROVALS

Development of the Proposed Project is anticipated to require permits and authorizations as summarized in **Table 3.7-1** below.

Table 3.7-1 — Potential Resource Agency Permitting Requirements

Approving Agency	Permit/Approval
Federal Agencies	
U.S. Army Corps of Engineers (USACE)	Compliance with Section 404 of the Federal Clean Water Act, 33 USC 1341)
Federal Railroad Administration	Operational safety - comply with all railroad operating practices (Electronic Code of Federal Regulations: Chapter II, Subtitle B, Title 49, Part 218)
State Agencies	
State Water Resources Control Board, Regional Water Quality Control Board (SWRCB, RWQCB)	Coverage under the General Construction Activity Storm Water Permit (§ 402 of the Clean Water Act, 40 CFR Part 122)
State Water Resources Control Board, Regional Water Quality Control Board (SWRCB, RWQCB)	Water Quality Certification (§ 401 of the Clean Water Act)
California Department of Fish and Wildlife (CDFW)	Streambed Alteration Agreement (§1602 of the Fish and Game Code)
California Public Utilities Commission (CPUC)	Review/Approval of General Order (GO) – railroad clearances (GO 26-D), establishment of spurs (GO 36-E), and walkways (GO 118-A)
Local Agencies	
County of El Dorado, Building and Safety Services	Grading permit (El Dorado County Grading, Erosion, and Sediment Control Ordinance, Chapter 15.4)

El Dorado County
Historical Museum

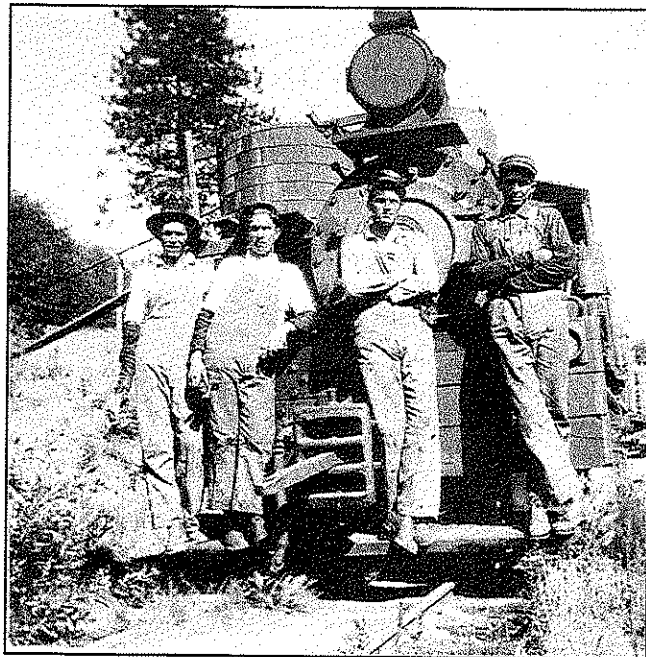
104 Placerville Dr
(Next to the Fairgrounds)
Placerville, CA 95667
(530) 621-5865

museum@co.el-dorado.ca.us
www.edcgov/museum

August 6, 2009

El Dorado County Historical Railroad Park

A Proposal for the Development of a
Satellite Museum in the town of El
Dorado on the Sacramento Placerville
Transportation Corridor



El Dorado County Historical Railroad Park



Table of Contents

Executive Summary and Introduction...	p. 2&3
El Dorado County Historical Museum Goals and Objectives	
Background	p. 4
Challenges.....	p. 5
Solution	p. 6
El Dorado County Historical Railroad Park Development	
Concept Drawing	p. 9
Resources	p. 10
Museum Volunteers, Staff and Historical Artifacts	
Conclusion	p. 13

Executive Summary

The El Dorado County Historical Railroad Park will be a county museum facility where historical railroading artifacts will be displayed and operated for the enjoyment and education of the public. It will be located in the town of El Dorado utilizing the existing Sacramento-Placerville Transportation Corridor (SPTC) right of way, near Oriental Street. The Railroad Park will recreate the historic Southern Pacific El Dorado Depot, have additional track for railroad cars, locomotives and support equipment, and will have a short section of operating railroad, along with visitor services, exhibit and maintenance facilities.

The Historical Railroad Park will be developed in phases, with the first phase utilizing existing track salvaged from other sites and relocated to the El Dorado site. In addition, existing artifacts restored by County Museum Volunteers, can be placed at the site and operated on a limited schedule according to Federal Railroad Authority (FRA) regulations in a safe manner. The Railroad Park will be developed over time and as outside funding becomes available.

The Sacramento Placerville Transportation Corridor looking west towards El Dorado Road.

Introduction

The El Dorado County Historical Museum opened to the public in 1974 at its current location on Placerville Drive. It is a program within the Library Department with Mary Cory in the position of Museum Administrator since 1999. Mary works under the direction of Jeanne Amos and currently has a staff of over 80 volunteers carrying out the day to day functions of the County Museum. The Board of Supervisors appoints seven "at large" members of the public to the Historical Museum Commission who provide oversight to the County Museum and make recommendations to the Board regarding County Museum policy and future plans.

The Mission of the County Museum is:

- To exhibit and interpret the heritage of El Dorado County
- To be a valuable historical resource to the community
- To collect, document and preserve artifacts and records significant to the county's history
- To provide a rewarding experience for volunteers and enhance the museum's significance to the community

EL DORADO COUNTY HISTORICAL MUSEUM GOALS AND OBJECTIVES

This year El Dorado County Historical Museum Commissioners have identified as one of five goals, the development of a satellite museum to display and operate El Dorado County railroad and logging artifacts. These historically valuable artifacts can then be displayed in a more accurate context. By relocating them, space becomes available at the current Museum property on Placerville Drive which will be used to better protect other important county artifacts such as the wagons and historical mining equipment, provide an interpretation center for school groups, and allow for safe and attractive displays. As part of the County Museum Yard Master Plan developed seven years ago by the Historical Museum Commission and staff, the Railroad Park is part of long range and ongoing efforts to improve the County Museum, a valuable County resource.

The Sacramento-Placerville Transportation Corridor (SPTC) adjacent to the Town of El Dorado is a suitable location for the museum to relocate these unique artifacts where the fast disappearing technology of steam locomotion can be seen and we can present the county's railroading history to school groups, tourists and the general public. After exploring other sites, including a detailed study of property adjacent to Wal-Mart on Missouri Flat Road, the SPTC in the town of El Dorado has been determined to be ideally positioned with a wide right of way, the Community Center close by, and the concept of the historical railroad park warmly received by local merchants and residents. The Historical Railroad Park appears to be in compliance with the Master Plan for the SPTC adopted by the El Dorado County Board of Supervisors in 2003.

The El Dorado County Historical Railroad Park will operate as part of the El Dorado County Historical Museum under the day-to-day direction of the Museum Administrator, with trained volunteers as staff and the Museum Commission providing oversight. The County Museum is in the Library Department, and will continue to depend upon Library staff for budget and other administrative services.

Background

The El Dorado County Historical Museum has been collecting, preserving and restoring artifacts from the County's rich railroading past for many years. It has long been the goal of Historical Museum Commissioners, volunteers and staff to have a facility dedicated to their interpretation and presentation to the public.

The history of logging in El Dorado County is an important story to tell. After the discovery of gold in Coloma in 1848 put this area on the map, the economy boomed. As gold became scarcer logging became an integral part of the county's economy. Two companies, the California Door Company and the Michigan-California Lumber Company, both developed narrow-gauge railroads to move timber to their lumber mills. Until diesel trucks took over, these railroads were familiar sights in El Dorado County. In addition, the Sacramento Valley Railroad, the first railroad west of the Mississippi River, extended its operation first to Shingle Springs and then on to Placerville with freight and passenger service. This line was extremely important to the economy of El Dorado County as refrigerated railroad cars were able to transport the county's pear crop and dairy products to Sacramento, and then distributed across the country. Milled wood, as door and window sash products, were shipped around the world. With the logging railroads closed down in the 1950s and the last service on the SPTC by Southern Pacific Railroad in 1986, the importance of remembering, preserving, and understanding this vital industry, its technology and the people who were involved with it is that much more crucial.

Volunteers of the County Historical Museum have been the "fire in this boiler." Following the rescuing of the Diamond & Caldor Shay No. 4 locomotive by Bev and Joe Cola, the push at the County Museum to restore and someday operate historical railroading artifacts has been carried on by these volunteers for the past 17 years. Several volunteers formed a non-profit organization in 1997, the El Dorado Western Railway Foundation (EDWRF,) in order to secure grants, promote the project and eventually operate the historic steam railroad. Keith Berry, president of EDWRF, also serves as an appointed member of the Historical Museum Commission. Volunteers, skilled and mechanically knowledgeable, are working on the meticulous restoration of the railroad artifact collection. Extensive research continues to be conducted in all areas relating to the history of the county's railroad lines as well as the history of the artifacts themselves. Staff and volunteers are working with members of the El Dorado County Parks and Recreation Commission, have consulted with the El Dorado County Trails Advisory Committee and spoken of this project with the SPTC Joint Powers Authority.

The plan for the Historical Railroad Park has been discussed and refined for many years. At the same time, a Community Services District is currently being explored in the Diamond Springs/El Dorado area as the means for creating a large regional park that could provide a number of different recreation services. At the County Museum, volunteers are developing a Railroad Park Master Plan for the physical layout, operations, and growth in phases as resources become available. The facility, developed as a satellite of the County Museum, would be managed by the Museum Administrator, Historical Museum Commissioners and volunteers under the administration of the Library Department. Funding opportunities will be

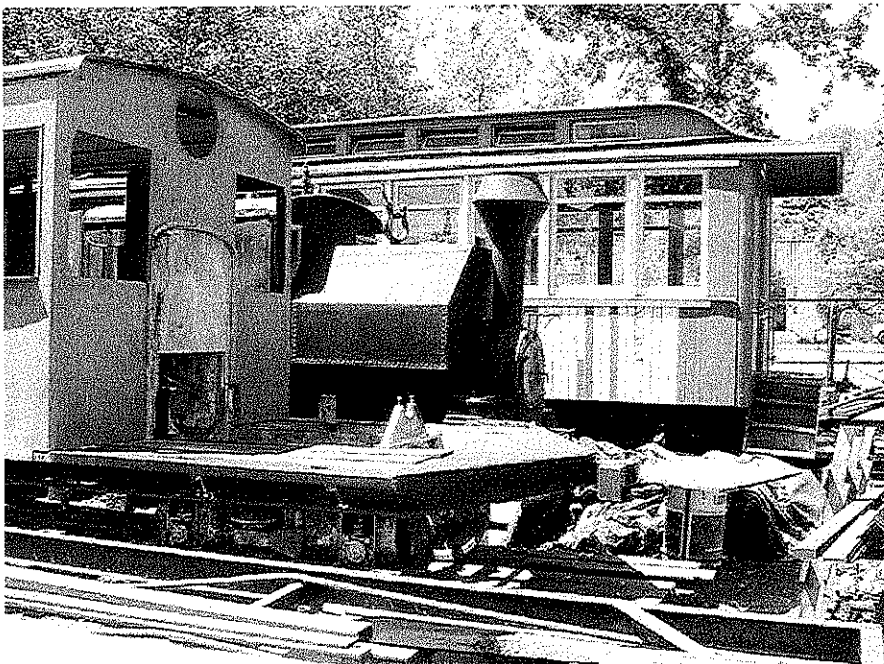
explored for its continued operation, as well as maintenance and restoration of the artifacts and equipment.

Challenges

Currently, one of the biggest challenges the El Dorado County Historical Museum faces is limits on space. Many wonderful and fascinating artifacts have been treasured by individuals who donate them to the County Museum so that they may be enjoyed by all residents and visitors who come to the Museum. Over the years, the County Museum has accepted these donations with the belief that the preservation and interpretation of that donation is most important and adequate space will be found. As a result, the County Museum became overcrowded. Since 1999, a process to review all offered donations is in place limiting acquisitions to artifacts with a history in El Dorado County. In addition, artifacts with no known history or in poor condition are being removed and sold, with the funds set aside to support the remaining collections.

However, even with these procedures in place, the County Museum still has insufficient space for a special collection of large artifacts which document the history of logging and railroading in El Dorado County. These collections of railroad cars, engines, and logging equipment are not currently displayed in a manner that allows visitors to really appreciate and understand these relics of the past.

Many visitors to the County Museum are interested in railroading history. There is a strong segment of the tourism market that focuses on railroading history. In fact, rail fans travel all over the country from railroad museum to railroad park, looking for historical local railroads. Currently, the limited space set aside for the locomotive restoration and rail cars at the County Museum does not provide adequate space to properly interpret and demonstrate the historical technology that produced them.



Diamond and Caldor rail bus, flat car, Michigan-Cal Porter switch engine, and narrow gauge parlor car, undergoing restoration in County Museum's yard, July 2009.

Solution

EL DORADO COUNTY HISTORICAL RAILROAD PARK DEVELOPMENT

The Historical Museum Commissioners, Museum Staff and Volunteers strongly recommend developing and operating the El Dorado County Historical Railroad Park. It will be an attractive and welcoming place to exhibit, interpret and operate historical artifacts reflecting El Dorado County's rich railroading history. It will have a short section of operating railroad, along with visitor services, exhibit and maintenance facilities. The Park will be designed to enhance the Parks and Recreation Commission's proposed County-wide Parks and Trail Master Plan, offering a "way station" as a destination for access, rest and a point of interest.

Summary of Development Plans

It is vital that the El Dorado County Historical Railroad Park comply with all applicable Federal Railroad Administration (FRA) requirements for operational safety. Many of the County Museum's railroad cars and engines are narrow gauge requiring track laid out at 3 feet wide. However, standard gauge track, with a width of 4 feet 8 ½ inches will also be needed for two Museum artifacts as well as possible future acquisitions. By the use of a third rail along the main line track in the designated area (El Dorado Road to Blanchard Road) the Railroad Park operation can be co-mingled with other standard gauge rail activity along the SPTC.

Restored artifacts will be operated on the main line. Additional track will accommodate most of the current railroad artifacts undergoing restoration and will provide exhibit space, allow rolling stock to be moved, and create space for loading and unloading passengers.

The initial phase of the proposed track plan offers maximum safety to visitors in that no paved road crossings are crossed. The operational speed is estimated as between 3-8 miles per hour. No tunnels or bridges are involved on this segment.

Track development will be done in phases with each phase building on previous phases. Initial phases can be done with little or no extra funds using materials already at hand, volunteer labor, and with the donation of additional materials, such as railroad ties, from Union Pacific or other operating railroads. With some track laid, we are confident that a viable presentation can be made with a limited operation costing very little money. By offering rides on the Rail Bus for a small donation, revenue can be established early in the development and increase as track is laid. Future grants and funding can be pursued as the project progresses.

By working with other County departments and commissions, such as Department of Transportation, Development Services, the Parks and Recreation Commission and the Trails Advisory Committee, the Railroad Park will be developed in compliance with county regulations and with safety as the number one priority.

A brief summary of a proposed schedule is as follows (See concept site plan on page 9):

Phase 1: Develop the Historical Railroad Park Site Plan and relocate track

Working with County staff, a Site Plan will be developed with approval by all stake holders in the project, such as the Historical Museum Commission, Parks and Recreation Commission, Trails Advisory Committee and El Dorado Community Hall staff and volunteers. In addition, track dismantled from the old Diamond Springs Yard will be moved to the vicinity of the proposed Railroad Park to be stored for future use. The track includes rail, railroad ties, joiner plates, bolts, spikes and other associated materials.

Phase 2: Bunk Car and limited Rail Bus operation on narrow-gauge track

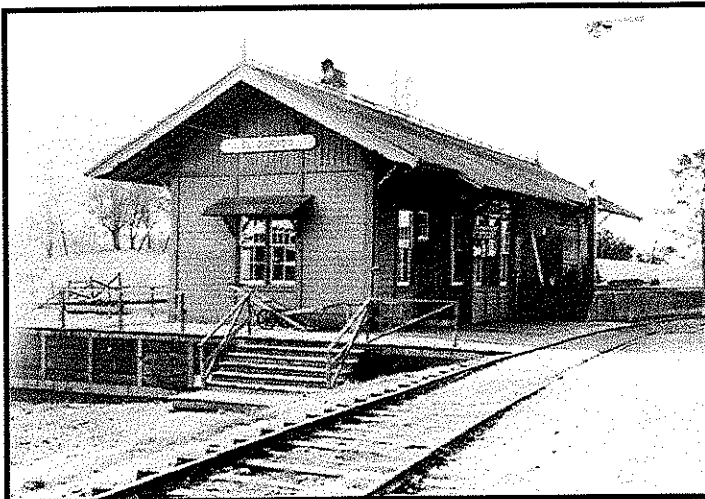
Standard and Narrow gauge track layout – The second phase utilizes the existing track of the former Placerville Branch of the Southern Pacific Railway and adjoining right of way due north of the El Dorado Township. Volunteers will be able to lay short lengths of rail to operate the rail bus and track inspection car. In later phases additional track will be installed to access an exhibit building, locomotive turn table, restoration shop and support areas.

Bunk car - The bunk car was built by the Diamond and Caldor Railroad (D & C) to house loggers working in the camps during the summer cutting season. The car is 36 feet long and is the only remaining D & C bunk car in displayable condition. The bunk car is ideal as a first “way station” and small exhibit area. Currently stored, the car can be transported to the El Dorado County Historical Railroad Park and set along side the existing track.

Rail bus – The rail bus, built in 1936 by D & C the shop crew, will serve as the first operable passenger-carrying artifact. With a capacity of 12 and utilizing a regular gasoline engine, a short length of narrow gauge rail can be laid within the existing standard gauge rail to give rides to the public and bring the Railroad Park to life.

Phase 3: Historic El Dorado Railroad Depot and Rest Room Facilities

Working with the El Dorado community, an accurate reproduction of the historic Southern Pacific Depot will be planned, funded and built in the original location. The Depot will be the centerpiece of the Railroad Park, providing a place for ticket sales, a gift shop, visitor amenities and exhibit space. A separate building to house restrooms will be built between



the Depot and the Community Center Parking Lot. It will be accessible to the El Dorado Trail, as well as accommodate visitors to the Railroad Park.

Southern Pacific Depot in the town of El Dorado, c. 1912. Built in 1888, it served both as a passenger and a freight depot.

Phase 4: Restoration Shop

This facility will be located at the northeast corner of the Railroad Park, and will house the County Museum's machine shop and yard for ongoing restoration and maintenance work on the historical artifacts and railroad equipment. Currently the D & C Shay #4 Locomotive is the major artifact undergoing restoration. Different options for boiler repair or replacement are being explored.

Phase 5: Exhibit and Interpretation Building

Placed adjacent to the El Dorado Railroad Depot, this building will provide a large area to exhibit historical artifacts, provide space for displays on the history of railroads in El Dorado County, and for use as an interpretation center for school groups. Currently there are plans to include a kitchen and storage areas so that it can be rented out after hours for meetings, lectures, and dinners to provide a revenue stream for the Railroad Park.

Phase 6: Historic Turntable

The County Museum currently has the castings for an authentic 1881 narrow gauge turntable that will be re-created and used to engage visitors in the historically accurate manner of turning historical engines and cars.



An early photograph of the El Dorado Depot with the school visible on the hill in the background. The El Dorado Community Hall is now located in the old school building. The plan, along with recreating the depot and loading platform, would recreate this rail siding, add an exhibit building, a turntable, a restoration shop and additional rail sidings.

CURRENT RESOURCES

People

The El Dorado County Historical Museum has a long and strong history of dedicated volunteerism. The County Museum started in 1974 in a purpose-built facility on County Fairgrounds land. The exhibits, collections, and archives were assembled by volunteers and members of the El Dorado County Historical Society. The County Museum was staffed by volunteers until 1992 when the first paid director was hired.

Currently, the County Museum has a corps of over 80 volunteers that are involved in all functions of the museum. As the only paid staff Mary Cory coordinates and supervises them as they carry out their assigned tasks. Volunteers are responsible for giving tours, helping Mary with exhibit research, design and installation, artifact cataloging, archival collections, administration, and museum facilities operations.

The museum volunteers who work directly with the railroad artifacts bring with them many necessary skills, such as welding, machining, and detail knowledge specific to railroads, track and locomotive restoration. They also have a network of friends, family and other railroad fans to provide the necessary labor to lay track. Many of these volunteers are also members of the El Dorado Western Railway Foundation (see page 11,) a non profit group dedicated to the restoration of the Shay Locomotive.

Volunteers will continue to be key to the operation of the El Dorado County Historical Railroad Park, and will be recruited and utilized as needed.

Funding

Currently various funding opportunities are being explored. The restoration of the Rail Bus is being funded by the El Dorado Museums Foundation, the County Museum's non profit support organization. Grant applications have been submitted to fund needed materials to complete restoration projects. The County Museum Trust Fund has also contributed to these projects, and other sources of outside funding are being explored. It is also expected that providing rides on the restored Rail Bus and a small gift shop will produce a small but steady revenue stream. Being very aware of current General Fund limitations, the proposed Railroad Park will not be asking for any funding from the County at this time.

Support

The County Museum volunteers and staff have been discussing the idea of an authentic demonstration railroad using historical artifacts with various members of the community. Without exception, the idea has been embraced with enthusiasm and support. On October 7, 2003 the El Dorado County Board of Supervisors gave their support to the concept of a historical railroad and logging museum. Due to issues stemming from Wal-Mart's Development Plan, placing our Historical Railroad Park on property donated by Wal-Mart had to be revised. With strong encouragement from the El Dorado Community Center,

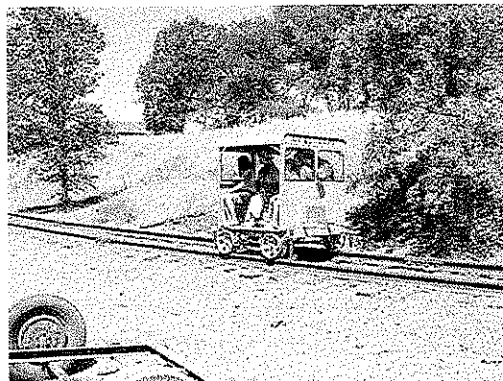
residents of the town of El Dorado, and the County Parks and Recreation Commission, we developed this concept of the Historical Railroad Park along the SPTC in El Dorado. We will continue to develop collaborative planning with the business members of the town of El Dorado, the El Dorado Community Center, neighbors along the Transportation Corridor in El Dorado, the Parks and Recreation Commission, the Trails Advisory Committee, Trails Now, and the El Dorado County Historical Society. We are very receptive to including any and all who have an interest in this project. We are asking the El Dorado County Board of Supervisors to give their support to the El Dorado County Historical Railroad Park as we now envision it in the town of El Dorado.

Historical Artifacts

The El Dorado County Historical Museum has a fine collection of artifacts relating to the railroading history of El Dorado County. There is the D & C Rail Bus, Flat Car, and Bunk Car, the Michigan-California Lumber Company Porter Engine, Caboose, and Track Inspection car. The Museum also has possession of track, plates, spikes and switches preserved from various pieces of track removal projects. The El Dorado Western Railway Foundation owns the D & C Shay Locomotive #4, along with two wooden cars from a now defunct narrow gauge excursion railroad, a box car, and a Plymouth switch engine. The County Museum also owns a number of pieces relating to the operations at the Diamond & Caldor Railroad and the Michigan-California Lumber Company, such as carts, crossings, equipment and tools.

The County Museum and volunteers have amassed a large collection of historical resources relating to the railroad and logging history of the County. The County Museum actively collects photographs, documents, ephemera, artifacts and tools which will be used in the exhibits and displays in the El Dorado County Historical Railroad Park. Also, working with the large resources of the California State Railroad Museum as well as other railroad museums, we anticipate continuing to build our collections as the development of the Park progresses.

With the vision of an operating historical railroad in mind, volunteers and Museum Commissioners assembled a comprehensive machine shop at the County Museum in the mid 1990s, where unique parts for the Shay Locomotive and other artifacts continue to be manufactured by volunteers. In addition, volunteers have donated tools and materials as needed. Plans to dispose of unnecessary equipment will produce funds to help purchase materials for ongoing restoration projects.



The standard gauge D & C Track inspection car was one of the first artifacts to be restored.

El Dorado County Historical Railroad Park

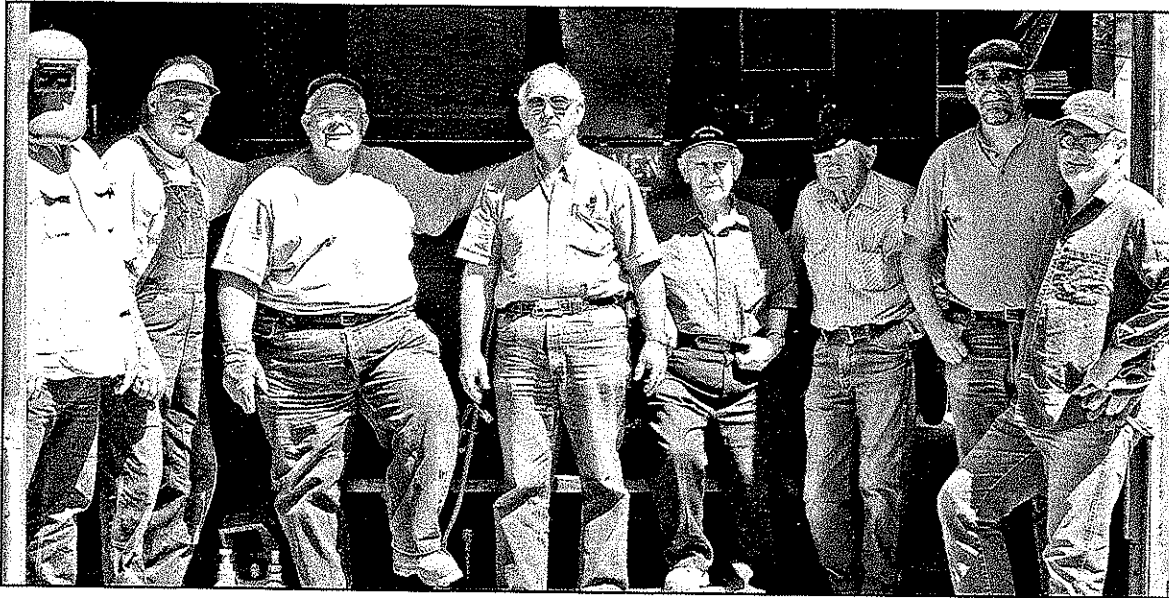
El Dorado Western Railway Foundation (EDWRF)

Beginning in 1994, a small group of museum volunteers began the restoration of the Diamond and Caldor No. 4 Shay locomotive on the grounds of the El Dorado County Historical Museum with the support of Beverly Cola and members of the Historical Museum Commission. Restoration of a narrow gauge passenger car and drover's caboose soon followed.

The crew started the construction of the engine house to secure the locomotive and protect it from the elements. Acquisition of considerable quantities of large shop machinery and tooling made it possible to move ahead with restoration. Additional rolling stock, turntable castings and other items for the interpretation of logging in El Dorado County have also been acquired. Restoration of the D&C No. 4 continues to this day.

In early 1997, the group incorporated as a non-profit public benefit corporation, chartered under the laws of the State of California and the federal government. The officers and directors of the foundation represent a wide range of talent, including mechanics, engineers, machinists, a financier, historians, a lawyer, an accountant, grant specialists and administrators. The board represents considerable background in narrow gauge historic rail preservation. All EDWRF members are volunteers of the County Museum.

The D&C No. 4 is the property of EDWRF. Ownership rights of the locomotive revert to the El Dorado County Historical Museum in the event of the foundation's demise. The foundation is actively supporting a historic location on the SPTC for the historical railroad park. Planning is underway to apply for grants, both locally and within the national railroad community, to pursue funding of restoration and building costs.



Harold Tilton, Bill Rodgers, Keith Berry, Sam Thompson, Alberto Weiss, Dale Mace, Steve Karoly, Eric Stohl

Conclusion

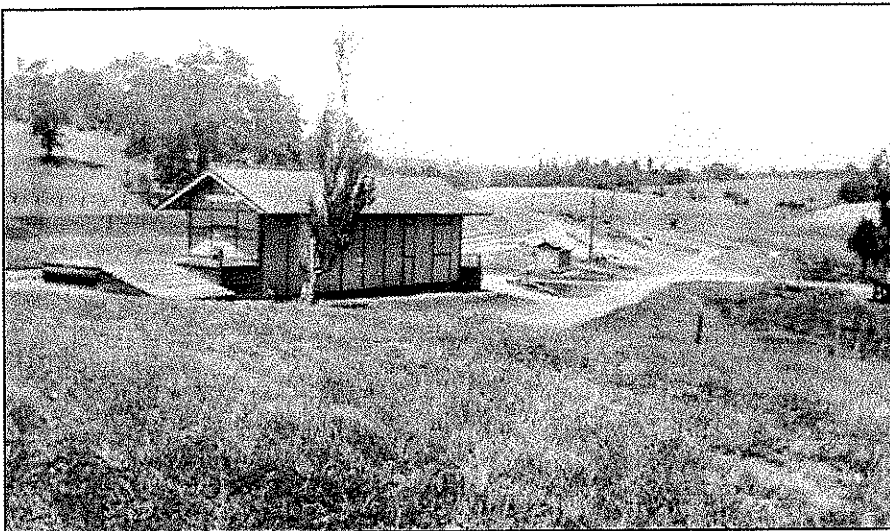
The El Dorado County Historical Railroad Park will be a great asset to the County of El Dorado. It will:

- ☑ Provide an exceptional location to better exhibit and interpret a distinctive collection of artifacts which will allow visitors a tangible experience with the county's past.
- ☑ Relieve crowded conditions at the current County Museum facility allowing for the acquisition of important historical artifacts associated with El Dorado County's past, and the space to exhibit them in an attractive and educational manner.
- ☑ Provide a tourist destination to the town of El Dorado and its surroundings, with a resulting increase to the county's economy
- ☑ Place El Dorado County on the map with a far reaching and passionate population of Rail Fans

Contact: Mary Cory, Museum Administrator, (530) 621-5828 or mcory@co.el-dorado.ca.us. Additional information about the County Museum is on the web at: www.edcgov.us/museum

Information on the restoration projects can be found at the EDWRF Blog at www.eldoradowestern.blogspot.com. *(Please come by the County Museum to see the restoration work in person on Wednesdays and Saturdays!)*

Photographs are from the El Dorado County Historical Museum collection. Thanks to Steve Karoly and Keith Berry for helping to put this proposal together.



El Dorado Depot looking east. Oriental Street, with the bridge over Slate Creek just visible, on the right side of the photo. Oriental Street intersects Pleasant Valley Road opposite the El Dorado Post Office.