

Sacramento Placerville Transportation Corridor Rail Operations – 2016

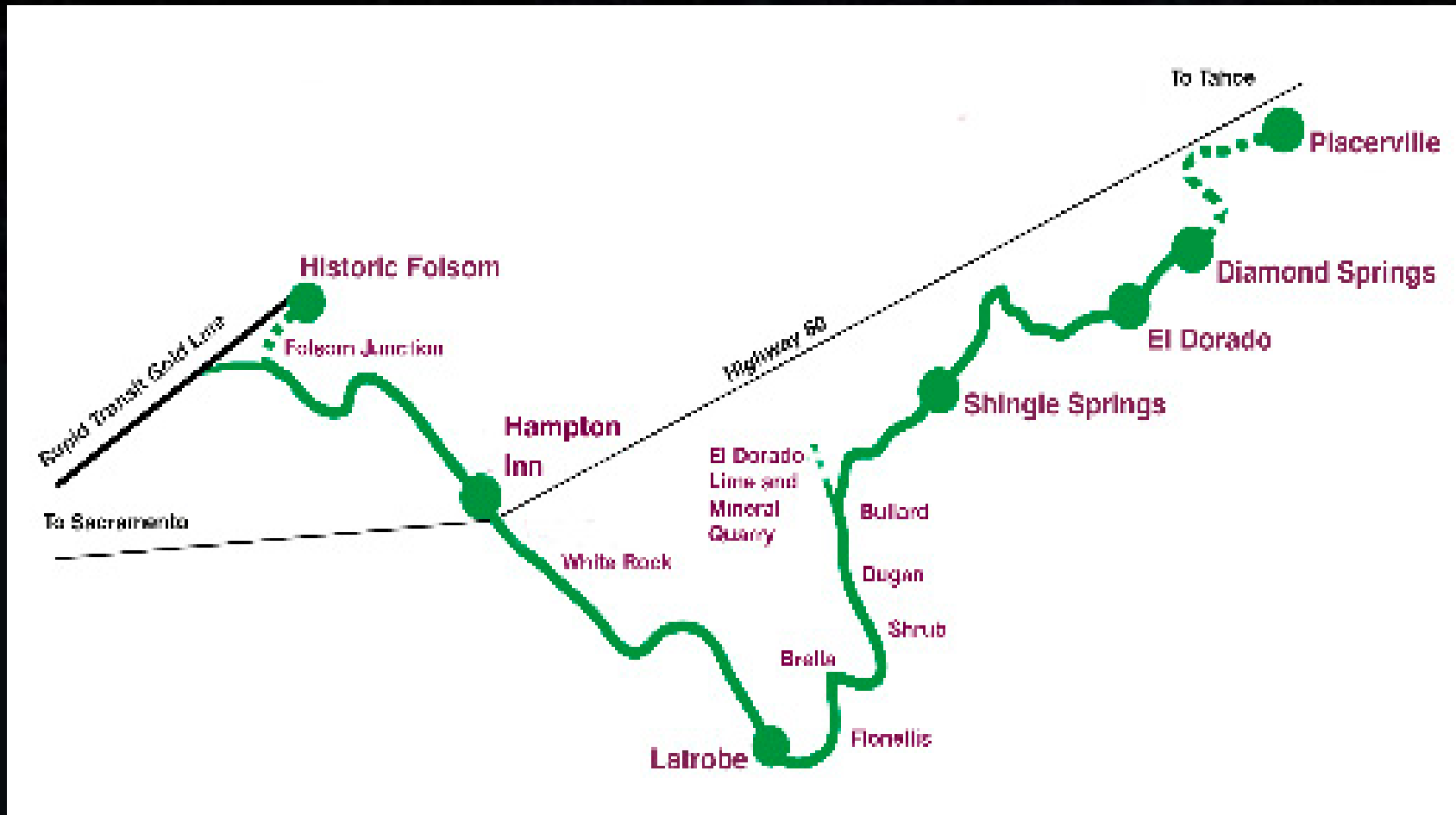
A Window into History, a Benefit to the
Community, a Legacy for Future Generations

Presented by

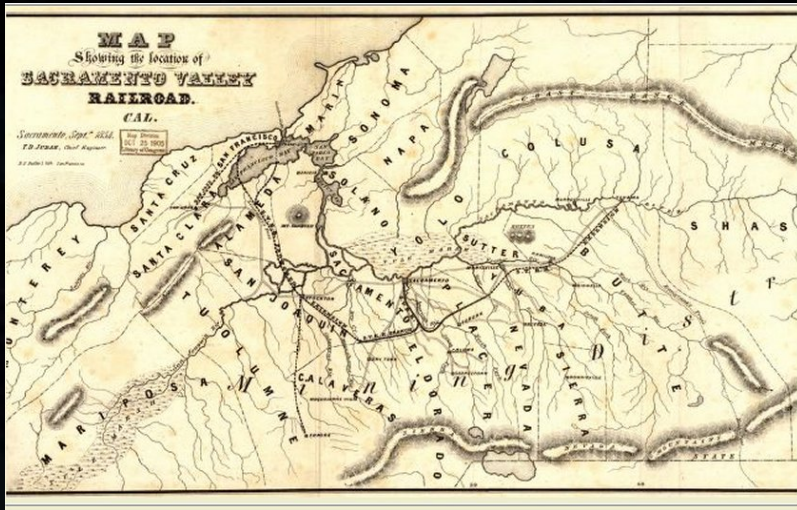
Placerville & Sacramento Valley Railroad
A 501(c)3 Non-Profit Organization

The Placerville Branch

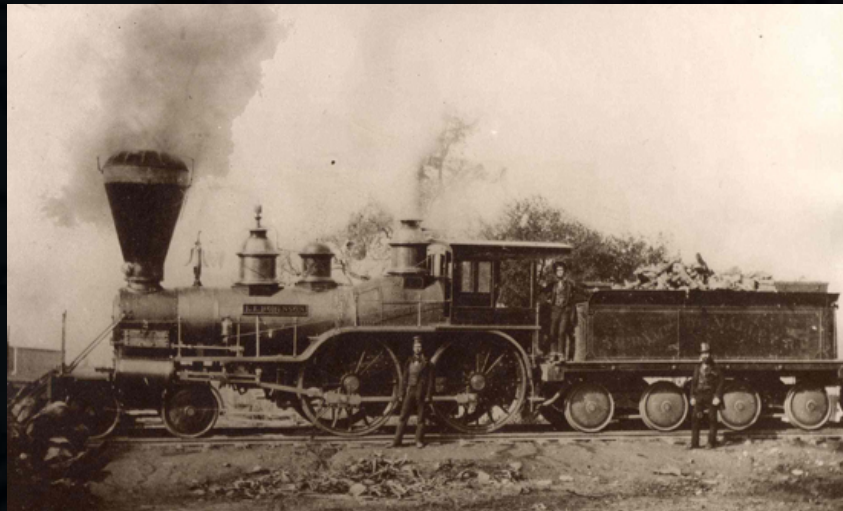
Over 150 years of California History



First in the West!



Sacramento Valley Railroad incorporated in 1852 – completed to Folsom in 1856



Placerville & Sacramento Valley Railroad incorporated in 1862 – built during the Civil War

P&SVRR – Nevada or Bust!



Construction begins in
Folsom in late 1863

Built in competition with
Central Pacific RR

Railhead established in
Latrobe - 1864

Special Train arrives in
Shingle Springs –
June 16th, 1865



The Southern Pacific Years



Construction begins again in 1887 to extend the line to Placerville

For a time stands as the most profitable branch line in the entire SP system

Last freight train leaves Placerville 1986



Purchase by the JPA



Southern Pacific tries to abandon the historic Placerville Branch

SPTC–JPA formed in the early 1990s to purchase the railroad

Deal is closed in 1996 for 53 miles between cities of Sacramento and Placerville

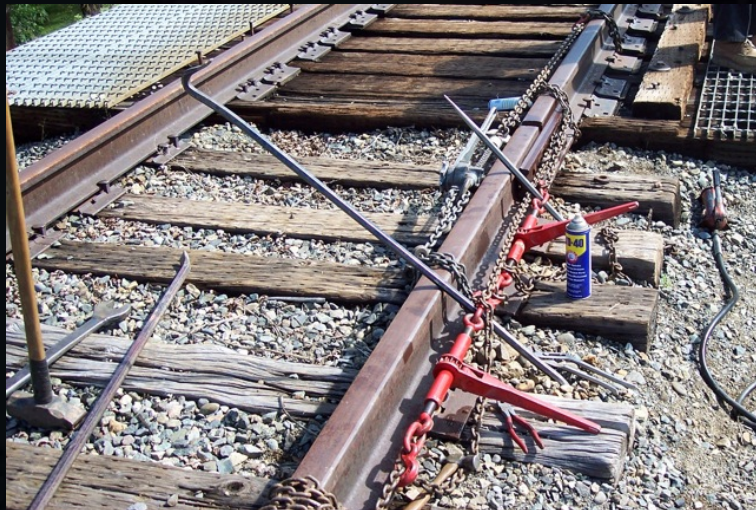
Enter FEDSHRA!

Folsom, El Dorado & Sacramento Historical Railroad Association formed in 1993

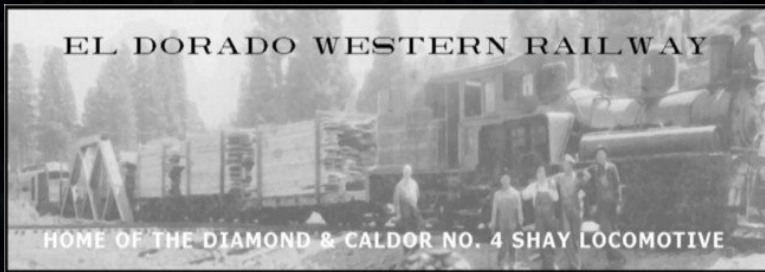
After the railroad is purchased by the SPTC-JPA, this group negotiated agreements to conduct limited maintenance on the line, in order to preserve this historically significant railroad for future excursion rail use

For nearly twenty years, FEDSHRA diligently maintained and repaired drainage, removed vegetation, and made minor track repairs

“...been workin' on the ra-il-road!”



Meanwhile, in Placerville...



The El Dorado Western Railway Foundation is founded, and soon begins to restore the Diamond and Caldor #4, with the vision of creating a narrow gauge steam train and railpark/museum on the east end of the railroad

Plans for an Excursion Train

In 2008, with the approval of El Dorado County as well as the other member agencies, the SPTC-JPA issued a request for proposal for an excursion train operator for the railroad

After receiving a letter of intent, members of FEDSHRA formed an independent non-profit to develop and manage the excursion train

Placerville & Sacramento Valley Railroad, Inc. was incorporated in August of 2008

The "New" P&SVRR



Modest Beginnings

The Volunteers of FEDSHRA work tirelessly to restore two WWII era locomotives, modify a 53' flatcar into an open-air excursion car, and refurbish long dormant crossing signals

Brush and Track crews ramp up their efforts to get the right-of-way ready for the “real” train

Under a temporary right-of-entry, the P&SVRR team begins public operations in Fall of 2010, using FEDSHRA's “Skagit” motorcar, vintage 1936! Public response is overwhelming!

Never a dull day on the railroad!



Skagit Motorcar #30



- Approximately 13,000 Pounds
- Can Operate Legally and Safely on Track
- Crews are Trained and Experienced
- Travels between 12 and 15 MPH

Role of the FRA and CPUC



Regulates the railroad,
limited impact on trails

Will only step in when
faced with clear and
significant safety
hazards, but then
exercises full authority

Authority is generally
limited to restrictions
on rail use

Rails WITH Trails are Safe!



Carson Creek Bridge



Fully ballasted bridge
Concrete walkways
Cable safety railing
Superb visibility

Plenty of Room!



pinch points are approached with Extreme Caution!



Railing and Deck on Deer Creek Bridge



Deer Creek Cut



-View from the trail-

Easy to moderate route
for equestrians and
hikers – moderate to
difficult for mtn bikers

Rail vehicles travel at
restricted speed in
this section

Trainsploring!



East End of Deer Creek Cut



Welcome to Latrobe!!



The community embraces the Railroad!



Many Reasons Why!



Offers benefits for both
rail and trail users

Brings financial support
to the community

Preserves historical
and cultural identity

Provides enriching and
exciting experiences
for all ages!

What does the future hold?



Requests for 2016

(1) Renew Latrobe Breakfast Special for 2016 - (11 dates, Jan-Nov)

(2) Allow a limited number of additional excursions:

June "Summer Breeze Extras" - 1 Wknd to Deer Creek Bridge - (twice daily)

July "Latrobe Country Fair" - 1 Trip Only - (date tbd)

4 "Latrobe Community Hall Extras" - 1 Trip Each Day - (dates tbd)

5 Weekday School Field Trips to Deer Creek Bridge - (2 runs each, dates tbd)

(3) Bring back the "Latrobe Local" on a limited trial basis:

May-Sept "Latrobe Local" - 4 Holiday Weekends - (Sat-Sun only, twice daily)

Sept 24-25 "Latrobe Local - RailFest Edition" - (twice daily)

(4) Allow special trip to "Lime Mine Gap" with County/Trails Observers - (date tbd)