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EL DORADO COUNTY  
9:43 am, May 24, 2011

# 45

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Date 9:43 am, May 24, 2011



**Fw: Flogging a dead horse**  
The BOSTWO to: Cynthia C Johnson  
Sent by: Kitty J. Miller

05/23/2011 05:27 PM

Thank you,

Ray Nutting, District II  
El Dorado County Board of Supervisors  
530) 621-5651

— Forwarded by Kitty J. Miller/PV/EDC on 05/23/2011 05:27 PM —

**Flogging a dead horse**

Bill Anderson, Ron Briggs, Tom Celio,  
Thomas Fossum, John Haverty, John  
**Bob Snyder** to: Knight, Pam Niebauer, Ray Nutting, Phillip  
Rose, Norman Santiago, Jeff Sellwood,  
James R Sweeny

05/23/2011 08:34 AM

05-21-2011. 6:30 PM

In the Wednesday Mountain. Democrat, were 2 letters. One by Bob Snyder & one from Bill Crowley, conce  
rails.

In order to set the facts straight, I am sending this letter to those whom most are interested in both sides.  
Admittedly, I am personally in favor of SHARING the ENTIRE corridor with whomever wants to use it, now  
Thank you for taking the time to read this. Please feel free to contact me back.

Respectfully yours,  
Bob Snyder



Beating a dead horse Reply.doc

## BEATING A DEAD HORSE?

To Mr. "Bill Crowell" of Diamond Springs, who, on Wednesday had a letter titled "Rail fans beating a dead horse". In your letter you state that "all of the rail fans' arguments for excursion trains, etc., were fully aired before the Trail Committee and proved to be obvious pipe dreams".

You went on to say, So, since the rail people aren't going to do anything with their trains that requires tracks, why do the tracks have to stay in place between Diamond Springs and Shingle Springs?"

Then you said, "Cyclists and hikers therefore need to keep working to get the rails removed from the entire trail". The train people will just have to put their trains in museums, since nobody is riding on them anyway".

WOW! Are you ever misinformed!!

1. In the spring of 2000, over 50 volunteers from FEDS and MOW cleaned the trees, weeds, grass, rattlesnakes, etc. from the tracks, starting at Bidwell Street in Folsom, and ended at Latrobe Road, in Latrobe.
2. We had 57 speeders show up at 6 AM that June day.
3. We used that track from 2000 through 2007, for Speeder Runs, of from 10 to 30 cars, when El Dorado County closed the track, due to safety concerns.
4. We worked diligently with the county to get the safety concerns resolved. FEDS volunteers then shored up the tracks at the "Washout".
5. FEDS has had a contract with JPA since 2002, to spray the weeds, etc along the ENTIRE right-of-way, and has been doing FREE Maintenance work on the tracks.
6. The Washout has now been COMPLETELY & permanently repaired, and the rails are ready to be used!
7. PSVRR has had at least 2 "Public" days on the tracks, in which they offered rides to the public. Each event has been attended by up to 500 local citizens.
8. In 2010, FEDS, RRC, PSVRR, & MOW, sponsored the "Folsom Rail Fest" and we used the tracks from Folsom to the Washout. Several thousand people participated. So don't tell me that the tracks are "Unused"!!
9. Next is the "Gap" repair, & after that South Shingle Road.
10. There are at least 5 organizations that are prepared, as we speak, to use the rails, starting at Hwy 50 and Placerville Road in Folsom, to End -of-Track at Missouri Flat Road in Diamond Springs.
11. The entire railway repair is being done at ZERO cost to the JPA or any of the 4 entities that own the right of way, courtesy of FEDS, PSVRR, & MOW!
12. OH, by the way, El Dorado County is one of 4 entities, who signed the "Reciprocal Use and Funding Agreement" that created the SPTC Joint Powers Authority, the current "owner" of the corridor! Even if EDC votes to remove ANY rail, it MUST be approved by JPA!!

13. How about the local "Western Rails Association" that is a part of our local El Dorado County Museum? Have you not seen the articles in the paper, touting their new "Moving History Railroad Museum" they are constructing in the township of El Dorado, and their "Excursion Train"??

I have 2 things left to ask you:

- A. Why did you so Selfishly, choose to eliminate the rails for anyone who is currently, or in the future, going to use the rails, when there is AT LEAST 60 feet (and in places, MUCH more than that!) of room BESIDE the rails for a trail??
- B. Why did you choose the section from Shingle Springs to county line, which is the easiest to build on, when the most scenic is the section from Shingle Springs eastward to Diamond Springs?

If you are interested in what can happen to a rail corridor when it is taken over by a Speeder group, I suggest you visit the town of Lone and their Lone to Jackson railway! Talk to the local citizens and get their comments.

Respectfully yours,  
Bob Snyder