

Placerville & Sacramento Valley Railroad, Inc.

Request for Rail Access Permit in El Dorado County:

Event: Charter for Southern Pacific Historical and Technical Society.

Destination: Joint P&SVRR/EDWRR 150th Anniversary Celebration in Shingle Springs

When: Sunday, October 11th, 2015

Time Period Requested: 8am – 5pm

Section of Rail Corridor to be Used: County Line to Shingle Springs (up to MP 136.9)

Event Description:

This excursion has been requested by the Southern Pacific Historical and Technical Society as an offer for their membership during their Annual Convention, which is being held in Sacramento this year.

The equipment used will be the Skagit Motorcar, Carriage, and other motorcars/light equipment which normally support the Latrobe Breakfast Special. The Charter Passengers will board a group of small motorcars at Hampton Station to begin the first leg of their journey, heading out towards Latrobe. At Latrobe, the group will turn North and proceed to the “Lime Mine Gap” (approximately MP 134.1). Once at the “Gap”, our Charter Passengers and Operating Crew will disembark at a nearby farm crossing and navigate around the “Gap” using *the exact route used by trail users on the corridor*. A small team will be left at the motorcars to ensure the security and safety of both the equipment *and* the public, and trail access will not be blocked.

At the other side of the “Gap” the Passengers and Crew will board equipment previously staged at that location, in a fashion almost identical to that used to transport the consultants from Foothill Associates during the Baseline Assessment Study that was conducted in the Spring of 2014. That equipment will shuttle the Passengers and Crew, possibly in two trips, over the 1.4 miles of track between the “Gap” and South Shingle Road at Monarch Lane.

Once the whole group has gathered near South Shingle Road, they will be flagged across the road as pedestrians by our volunteers. Waiting for them on the other side, of course, will be the well known Skagit Motorcar and Carriage. This equipment, decorated with ribbon and patriotic bunting, will carry our Charter Passengers the final 1.1 miles into Shingle Springs Station!

Upon our arrival at the Station shortly after 11am, the 150th Anniversary Celebration will Commence! Starting at 11:30am, there will be a speech or two based on those given at the original event in 1865, after which the Charter Passengers, as well as the general public, will enjoy food, music, historical displays, and most importantly... Motorcar Rides on the El Dorado Western Railroad!

For the rest of the afternoon, the Skagit remains parked while the El Dorado Western Railroad provides motorcar rides for both the members of the Southern Pacific Historical and Technical Society *and* the general public. As seating for the Charter is limited, it is also expected that additional members of SPH&TS will drive/carpool in order to join this event. Once all the Charter Passengers have had a chance to ride with the El Dorado Western Program, they will re-board the Skagit Motorcar and Carriage at or around 1:30pm to begin the journey back to Folsom, arriving at Hampton Station at approximately 4:30pm. The volunteers of the El Dorado Western Railroad will continue to provide rides as the Celebration winds down, until their last departure between 2:30 and 3:00pm

This event has the potential to have broad, positive impacts on the region in general, and on the SPTC in particular, *including* trail awareness and development. Other than the Charter itself, the entire event in Shingle Springs is open to the public, and will be marketed through both the P&SVRR and EDWRR Programs. It is also expected that there will be tremendous buy-in from local media, considering that the event is driven by two non-profit organizations and is commemorating the 150th Anniversary of a very significant historical milestone. It must also be kept in mind that the Southern Pacific Historical and Technical Society is an *international organization* which has a significant influence on the broader railroad community. The potential power of this message should not be underestimated.

Also not to be discounted is the opportunity for this event to show the public that motorcar operations of this type have virtually *zero* impact on adjacent residents *or* trail users! The lawn and garden equipment used to maintain the acres of green, manicured lawns that border the Rail Corridor in the Shingle Springs area are *many* times louder than the rail equipment in question, and the rail groups have already proven themselves to be good neighbors in their interactions with trail users. It is the position of P&SVRR that approval of this event would be consistent with the Rails-WITH-Trails policies of El Dorado County's partner agencies in the SPTC-JPA, previous recommendations by the EDC Parks and Recreation Commission, and recent actions by the EDC Board of Supervisors.

Respectfully Submitted,

James M. Harville – President
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